

# GRAIN DEALERS JOURNAL

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## WHY NOT SHIP

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NOW

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Goffe & Carkener  
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Incorporated - 1910  
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Baltimore, Md.  
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Baltimore Pearl Hominy Co  
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less cost of export delivery  
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CHICAGO 17TH STREET AND  
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50 CHURCH STREET



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whole. gr., fld. seeds.\*  
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.\*

### ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

### ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

### ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

### BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., receivers & exporters.\*  
Baltimore Pearl Hominy Co., corn pdts.\*  
Blackburn & Co., C. F., grain recvrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahy & Co., John T., gr'n receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*

### BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

### BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.\*  
Hasenwinkle Grain Co., brkrs. of country grain.  
Slick & Co., L. E., grain brokers.  
Worth-Gyles Grain Co., cash and future grain.\*

### BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Cressey, Fred L., hay, grain, bkg. com.  
Jaquith, Parker, Smith & Co., wheat barley mlo.\*  
Marden & Co., C. F., grain brokers.  
Merigold & Co., A. I., chicken wheat specialists.  
Taft, R. C., grain broker.

### BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., recvrs., fwhrs., consignments.  
Churchill Gr. & Seed Co., recvrs., shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevtr. Co., consignments.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
Pratt & Co., receivers, shippers of grain.\*  
Taylor & Bournique Co., receivers and shippers.\*  
Urmston Grain Co., grain commission.\*

### CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.\*  
Halliday Elevtr. Co., grain dealers.\*  
Hastings-Stout Co., grain and hay.\*  
Mabee-Lynch Grain Co., grain.\*  
Pink & Co., flour, hay, grain, ftdstuf.  
Thistlewood & Co., grain and hay.

### CEDAR RAPIDS, IOWA.

Gifford-Matthews Co., grain and grain pdts.\*

### CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Co., John E., grain com'isn mchts.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*  
Hales & Edwards Co., grain merchants.\*  
Harvey Grain Co., corn and oats.\*  
Hitch & Carter, commission merchants.\*  
Hoit & Co., Lowell, commission, grain and seeds.\*  
Lanson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain & provisions.\*  
Lipsey & Co., grain commission.\*  
Logan & Bryan, options, cash grain.\*  
Lowitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.\*  
Perrine & Co., W. H., grain and commission.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Rogers Grain Co., commission merchants.\*  
Rosenbaum Bros., receivers, shippers.\*  
Rothchild Co., D., receivers & shippers.\*  
Rumsey & Company, grain commission.\*  
Sawers Grain Co., grain commission.\*

### CHICAGO (Continued).

Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Semers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Ware & Leland, grain and seeds.\*

### CINCINNATI, O.

Chamber of Commerce Members.

Blumenthal, Max, grain, feed, hay and straw.\*  
Brouse-Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perin Bros., want corn.\*  
Mutual Commission Co., hay, grain and feed.\*

### CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevtr. Co., The, recvrs. & shprs.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., recvrs., shprs, hay & grain.\*  
Union Elevator Co., The, grain and hay.\*

### DALLAS, TEX.

Stagner Bros., recvrs.-shprs. grn., hay, c. s. prod.

### DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*  
Merchants Elevtr. Co., buyers-sellers all grns.  
Purity Oats Co., buyers of grain.

### DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Denver Elevator. We buy & sell grain & beans.\*  
Hungarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Gr. Co., O. M., recvrs. & shprs.\*  
O'Donnell Grain Co., wholesale grain.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Summit Grain & Coal Co., wh't, corn, oats, rye, bly.\*  
Thompson Merc. Co., The W. F., wholesale hay.

### DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.\*  
Caughney-Jossman Co., grain & seeds.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., gr., hay congnats, a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain & hay.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

### FRANKFORT, IND.

Frank & Co., William, grain brokers.

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HASTINGS, NEBR.

Elder, Fred W., whlse, grain, hay, mill pdts.\*  
Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

### HUTCHINSON, KAN.

Board of Trade Members.

Bolin Hall Grain Co., Kansas hard wheat.

### INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Heinmiller Grain Co., receivers and shippers.\*  
Hoosier Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Lowitz & Co., E., grain commission.\*  
McCardle-Black Co., grain merchants.\*  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.\*  
Rich Grain Co., grain commission.\*  
Shotwell & Co., C. A., commission, bkg.  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

### JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, slrs., gr. & sds.

### KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.\*  
Aylsworth Grain Co., receivers, shippers.\*  
Bruce Bros. Grain Co., consignments.\*  
Christopher & Co., B. C., kafir, feterita, mlo.\*

### KANSAS CITY, MO. (Continued).

Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Gr. Co., consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carkeener, recvrs. and shprs. of grain.\*  
Hall-Baker Grain Co., consignments.\*  
Hinds Grain Co., The, receivers, shippers.\*  
Kemper Mill & Elevtr. Co., grain and feed.\*  
Langenberg Bros. Gr. & Hay Co., recvrs., shprs.  
Mensendieck Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Nicholson Gr. Co., W. S., gr. commission.\*  
Norris Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, mlo.\*  
Scoular-Bishop Grain Co., consignments.\*  
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.\*  
Terminal Elevators, receivers, shippers.\*  
Twidale-Wright Grain Co., consignments-futures.  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., commission merchants.\*  
Western Grain Co., shipper (a specialty).\*

### LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.\*

### LITTLE ROCK, ARK.

Board of Trade Members.

H. K. Cochran Co., receivers and shippers.  
Cunningham Commission Co., gr., corn products.\*  
Darragh Company, hay, grain, mixed feeds.\*  
E. L. Farmer Co., brokers, hay, grain, mill feeds.  
Munn-Burrow Brokerage Co., grain, hay millfeed.\*  
George Niemeyer Grain Company.\*  
J. F. Weinmann Mfg. Co., wholesale gr. and feeds.

### LIMA, O.

Riddle & Co., T. P., hay and grain.

### LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechtenicht, Henry, hay, grain, mill products.\*

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

### MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.\*  
Nessly, J. L. Co., gr. brokers, alf. meal spec.\*  
U. S. Feed Co., grain, hay, millfeed.\*  
Webb & Maury, brokers and com. merchants.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.

Donahue Stratton Co., grain merchants.\*  
Hensley & Owen, grain commission.\*  
Kamm Company, P. C., barley and rye.\*  
Rankin, M. G., & Co., grain and feed.\*  
Rialto Elevtr. Co., grain receivers & shippers.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*

### MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Banner Grain Co., grain merchants.\*  
Benson, Stabeck Co., grain com.\*  
Carter, Sammis & Co., grain commission.  
Cereal Grading Co., grain merchants.\*  
Dalrymple Co., William, gr. com.\*  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.\*  
Godfrey-Blanchard Co., grain recvrs.-shprs.\*  
Gould Grain Co., receivers & shippers.\*  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Randall, Gee & Mitchell, grain com.  
Scroggins McLean Co., corn and oats.\*  
Stair, Christensen & Timmerman, gr. commission.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Woodward Newhouse Co., grain merchants.\*  
Zimmerman, Otto A., barley & oats my spec'lty.\*



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[Incorporated]

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.\*

### NEW YORK CITY.

Produce Exchange Members.

Brainard Commission Co., consignments.\*  
Blake, Thomas M., buyers—quote us.\*  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.  
Riemsehneider, Wm., gr. consignments.\*  
Therrien, A. F., broker.

### OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Conyers Grain Co., grain merchants.\*  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Gr. Co., grain merchants.  
Oklahoma Export Co., grain commission.\*  
Okla. City M. & E. Co., grain mer., mlrs.\*  
Rutledge Grain Co., com. merchants.  
Stowers Grain Co., W. B., com. merchants.

### OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.  
Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain commission.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Merriam Commission Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
United Grain Co., grain commission.  
Updike Grain Co., consignments.\*

### PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., grain com. mchts.\*  
Conover Grain Co., E. B., grain commission.\*  
Consumers Grain Co., grain receivers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*

### PEORIA (Continued).

Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.  
McCreery & Sons, wheat, corn, oats.  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Warren Com. Co., consignments.\*

### PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., E., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Scattergood & Co., S. F., corn-oats.  
Taylor & Bournique Co., shippers corn-oats.\*  
Young & Co., S. H., wheat, corn, oats.

### PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

### PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*  
Geidel & Leubin, grain and hay.  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.  
McCague, R. S., grain, hay.  
Walton Co., Samuel, grain and hay.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.\*

### RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

### SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

### ST. JOSEPH, MO.

Grain Exchange Members.

Aunt Jemima Mills Co., hominy feed.\*  
Elwood Grain Co., brokers & shippers wheat, corn.\*  
Gordon Comm. Co., T. P., grain dlr. and broker.\*  
Marshall Hall Grain Co., consignments solicited.\*  
Mid-West Grain Co., pure soft wheat.\*

### ST. LOUIS, MO.

Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Brockman & Co., Arthur, grain commission.  
Bryant, Tilghman A., grain broker-consignments.  
Daly Grain Co., E. F., recvrs. and shprs.  
Dreyer Com. Co., fdg. stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., recvrs. & shprs. grain.\*  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Klosterman-Patton Gr. Co., grain receivers.  
Marshall Hall Grain Co., grain com.\*  
Hawpe Grain Co., M., grain merchants.  
Hunter Grain Co., grain merchants.  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Teasdale Com. Co., J. H., recvrs. & shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.

### SIKESTON, MO.

Scott County Mlg. Co., want corn, rye & barley.

### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain recvrs. shippers.  
Young Grain Co., The, grain receivers & shippers.\*  
Zahn & Co., J. F., grain, seeds.\*

### WICHITA, KANS.

Board of Trade Members.

Bruce Bros. Grain Co., Consignments.

### WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.\*

### WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.\*

\*Members Grain Dealers National Association.

Grain and Hay  
Exchange Members

## CLEVELAND

Grain and Hay  
Exchange Members

CHAS. G. CLARK O. W. TRAPP  
**SHEPARD, CLARK & CO.**  
HAY-GRAIN-MILLFEED  
CAR LOTS ONLY  
301 Commercial Bank Bldg., CLEVELAND, O.

**THE GATES ELEVATOR CO.**  
Receivers and Shippers  
Grain, Hay and Millfeeds  
CLEVELAND, OHIO

**E. I. BAILEY**  
CLEVELAND, OHIO  
Receiver and Shipper of  
Corn, Oats, Millfeed  
ASK FOR PRICES

Board of Trade  
Members

## INDIANAPOLIS

Board of Trade  
Members

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Fred Vawter Lew Hill  
INDIANAPOLIS, IND.  
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When we get your trade we will be just as  
anxious to hold it as we are now solicitous  
about having you send a trial car.

**URMSTON GRAIN CO.**  
Indianapolis, Ind.  
Commission and Brokerage  
Thoroughly equipped to handle your shipments.  
Careful personal attention given each car.

L. H. RICH W. E. RICH  
**RICH GRAIN CO.**  
GRAIN COMMISSION  
320 Board of Trade Bldg., Indianapolis, Ind



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A busy grain and milling center, equipped to handle shipments promptly, with the Grain Exchange one of the most active commercial bodies in the trade. Consignees can depend upon the highest market prices and quick returns. Ship to any of these. All are prepared to act immediately.

## O'Donnell Grain Co.

Whether you buy or sell, talk to us.

## O. M. Kellogg Grain Company

Receivers and shippers of all kinds of grain.

## Phelps Grain Co., T. D.

Wholesale grain and beans.

## Summit Grain & Coal Co., The

Wheat, corn, oats, rye, barley. We always buy and sell.

## Denver Elevator

We buy and sell grain of all kinds, also beans.

## Crescent Flour Mills, The

We buy wheat, corn, oats, beans, etc.

## Best & Co., J. D.

We buy and sell all kinds of grain. Ask for prices.

## Hungarian Flour Mills

Dealers in wheat, corn, oats, rye and barley.

**NOTE.**—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract.

## THE A. McCLELLAND MERCANTILE, I. & R. CO., PUEBLO, COLO.

We are Members of the Denver Grain Exchange

If you wish to buy or sell grain in carlots write us.

Pueblo is the Real City of Opportunity, Sunshine and Health.

Grain Exchange  
Members

# OMAHA

Grain Exchange  
Members

"All We Know Is Consignments"

**MERRIAM COMMISSION CO.**  
GRAIN EXCHANGE      GRAIN      OMAHA

## CROWELL ELEVATOR COMPANY

Receivers and Shippers

**GRAIN**

Consignments Solicited  
OMAHA

**Geo. A. Roberts  
Grain Co.**  
**GRAIN MERCHANTS**

Consignments  
a  
Specialty

**Omaha, Nebr.**

**Omaha Consignments**

RECEIVE MORE-THAN-SATISFACTORY-SERVICE  
WHEN CONSIGNED TO

**UPDIKE-GRAIN-CO.**

**GRAIN CONSIGNMENTS**

See what we can do with  
your next car

**ADAMS-WHYTE GRAIN CO.**  
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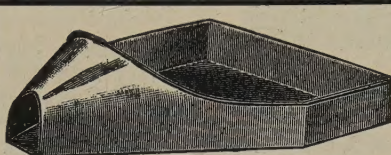
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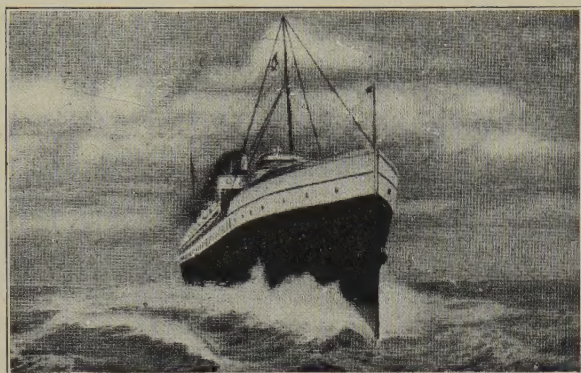
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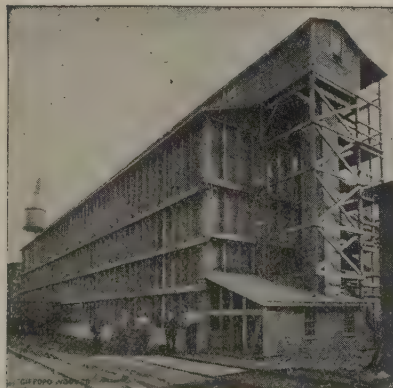
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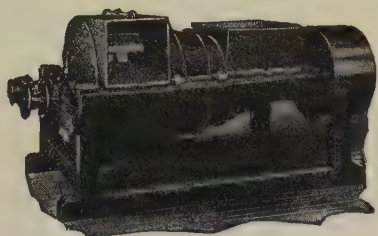


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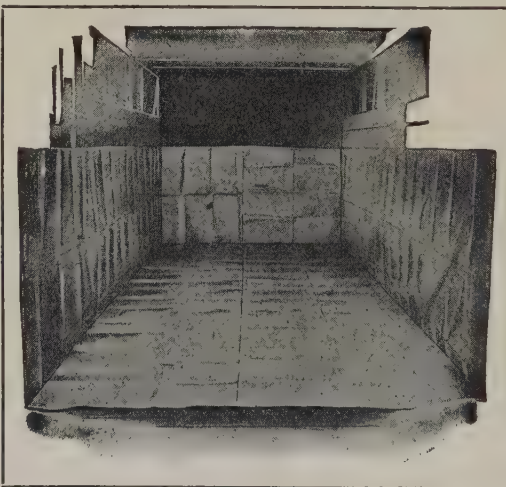
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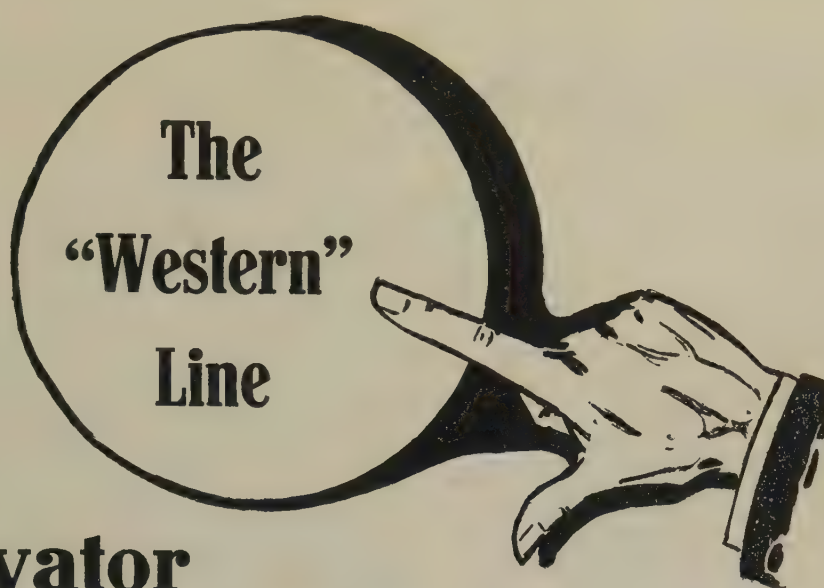
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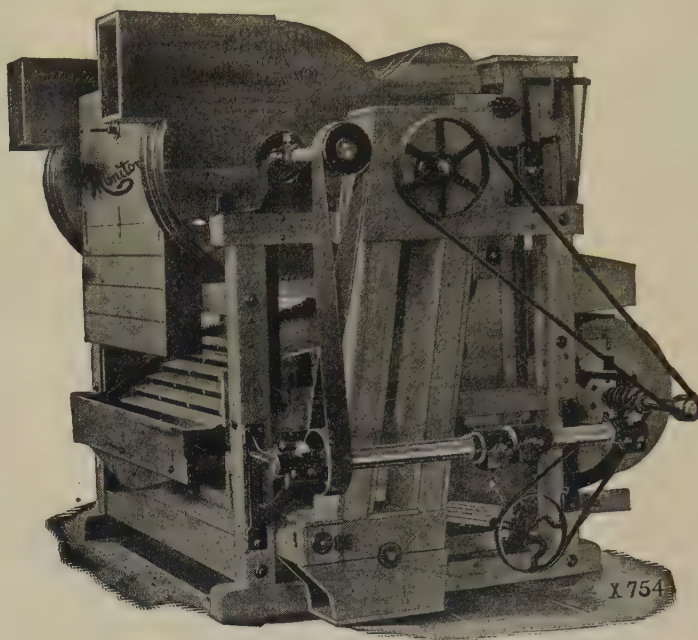


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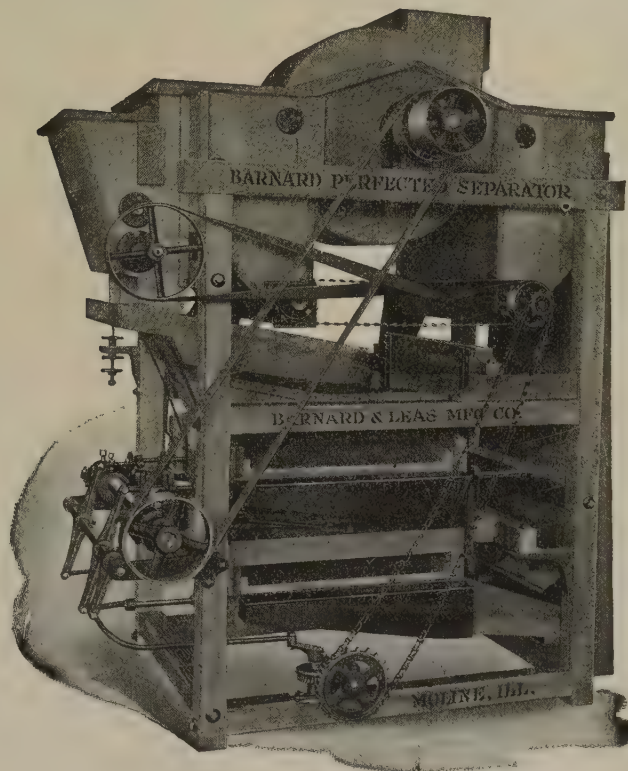
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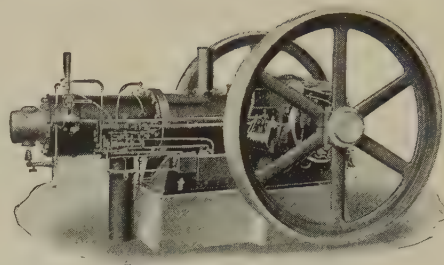
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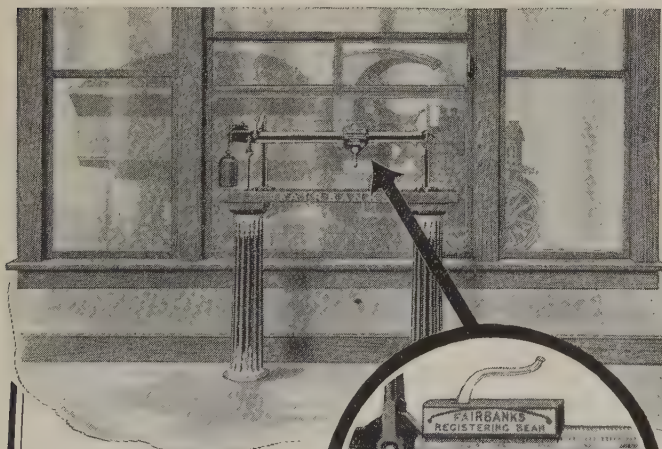
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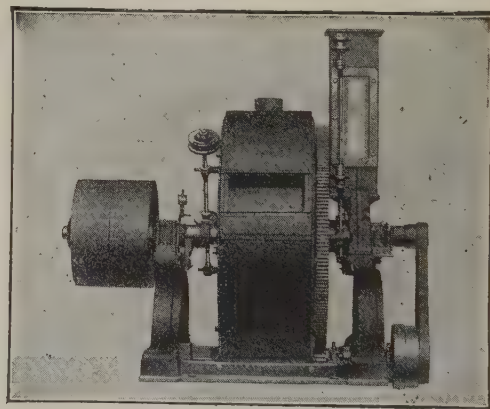
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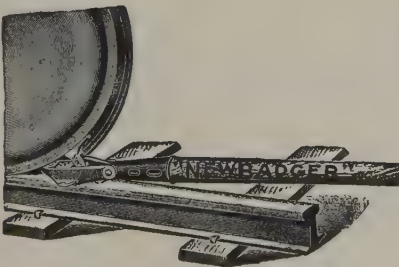
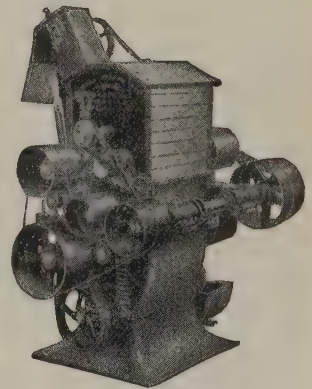
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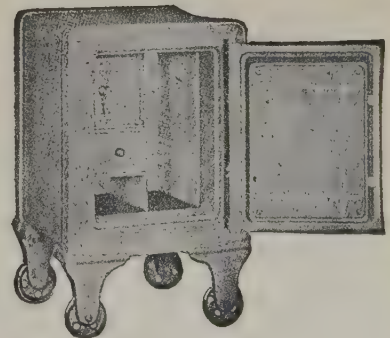
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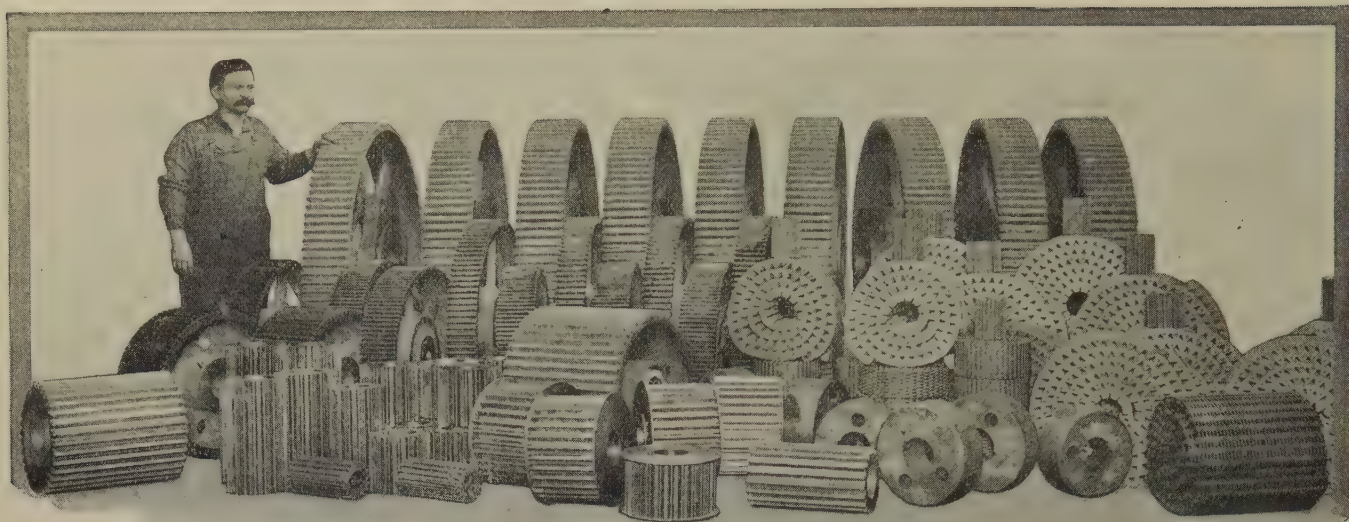


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The General Electric Company has located industrial power experts at all large cities in this country to serve industry's electrical requirements. For instance, experienced textile mill electrical engineers will be found in all textile centers. Among other industries so served are the iron and steel, coal and metal mining, cement, clay and glass, lumber and woodworking, grain and sugar, canning, packing, and refrigeration, shoes and rubber, paper and wood pulp, tobacco and cigars, chemicals and gas, and the construction and shipbuilding.

These experts are prepared to cooperate with industrial engineering firms to show the best way to drive a machine or a factory to get maximum production of highest quality at minimum power cost.

Back of these experts is the experience gained in supplying much of the electric power equipment now used in American industry and a corps of scientists with research facilities for pioneer work. Call on us to help perfect your service to American business.



43-43



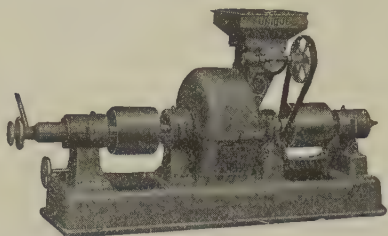
# GENERAL ELECTRIC COMPANY

General Office, Schenectady, N. Y.

Sales Offices in All Large Cities



# THE MILL TO BUY



How can you decide this? If you want to do FINE GRINDING—get LARGEST CAPACITY per horse power—have a Mill that can be ADJUSTED if ever necessary, and one that is EASY TO OPERATE Because all parts are accessible.

## Buy a Unique Ball Bearing Mill

There are mechanical reasons why the above are facts. *Write for the reasons.*

## Robinson Manufacturing Co.

P. O. Box 411, MUNCY, PA.

Chicago Office: 416 Western Union Bldg., Chicago  
459 L Street, N. E. . . . . Minneapolis, Minn.  
1131 S. 2nd Street. . . . . Louisville, Ky.

79 Milk Street. . . . . Boston, Mass.  
3325 Archwood Avenue. . . . . Cleveland, Ohio  
39 Cortland Street. . . . . New York City



## DIXON'S Silica Graphite PAINT

gave EIGHT YEARS' SERVICE on these grain elevators. It is the BEST and most popular protective paint because it LASTS LONGER. Pigment and oil vehicle are of highest standard quality.

Dixon's Silica-Graphite Paint has no equal. Made in FIRST QUALITY only for over fifty years.

Write for detailed information and Booklet No. 15-B

Joseph Dixon Crucible Company

Jersey City, N. J.

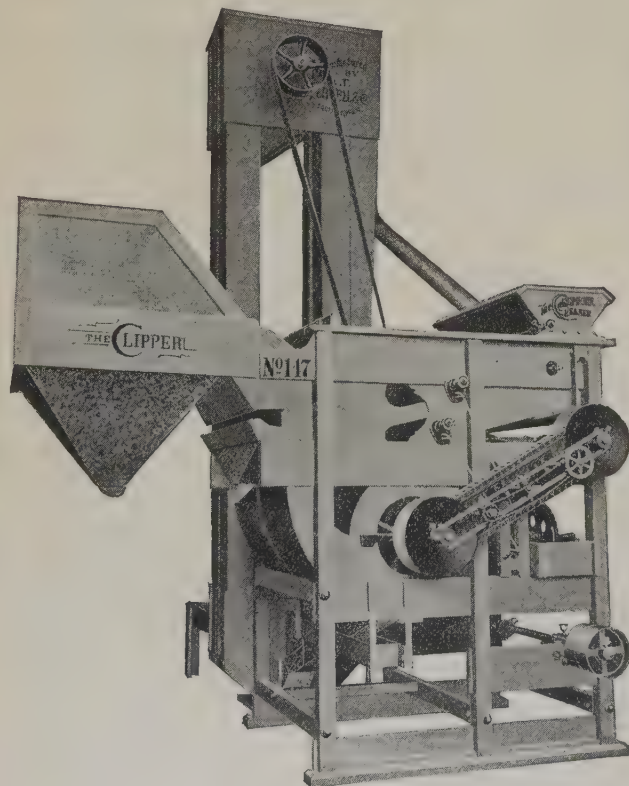
Established 1827

## Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER  
Box 404 South Bend, Ind.



## No. 147 "Clipper" Cleaning Elevating and Sacking Outfit

This machine is equipped with our Traveling Screen Brushes which positively keep the screen perforations from clogging. It has settling chamber and dust sack for taking care of dust, light chaff, shrunken grain, etc. It has a double set of elevator heads, boots and legs. One set of elevators receives the Seed or Grain, elevates and discharges it into the feed hopper of the Cleaner. The other set elevates and sacks the cleaned seed or grain.

The Air Blast from the fan is absolutely controlled by the Variable Air Regulator with which we equip each of these machines. This enables us to make the most perfect air separations. In addition we give you the best selection of screens from the largest variety of perforated zinc and woven wire screens to be found anywhere.

*Catalog and price list showing our full line on request.*

A. T. FERRELL & CO.

-

Saginaw, W. S., Mich.



# No Need to Scoop Grain in a Dirty, Dusty Car

**PAYS for ITSELF**



**Cannot injure the tenderest grain.**

This picture shows the Boss Air Blast Car Loader. It CANNOT injure the tenderest grain because nothing touches the grain but the blast of air. The grain does not pass through the fan. Will load every car to full capacity without any dirty, dusty scooping in the car. So many elevator men who have the old type paddle loaders are

trading them in on this new type. No cracked grain or light, chaffy grain left at the car door when you use this loader. H.P. from 5 to 10, depending upon size and capacity. Equipped with S K F Ball Bearings when desired.

## 30 Days Free Trial

We will ship this loader anywhere and allow 30 days' trial in your elevator. If for any reason whatever you desire to return it, we will pay freight both ways. Could we make a fairer proposition? Write for complete catalog and letters from scores of users. It will pay you.

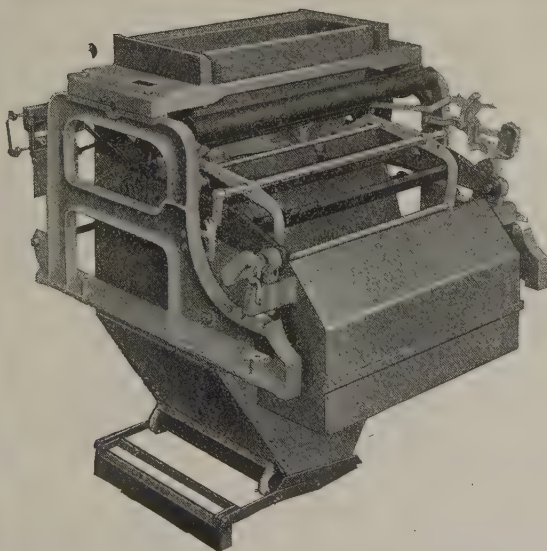
**MAROA MANUFACTURING COMPANY, (Dept. G) MAROA, ILL.**

# Installing One Is Like Putting In Another Elevator Leg

**Do you have to re-elevate your grain to load?**

If you have your scales on the first floor, where they really should be, you have to re-elevate your grain to load. By installing a Boss Air Blast Car Loader, you can load your grain direct from scales into car, without re-elevating.

This elevator leg, that you have been using to re-elevate the grain to load, can then be used to fill your house. You can load your car at the same time you are taking in grain from the wagons. And you will have a better loading system, for no matter how wet the grain or how light, the Boss Air Blast Car Loader will load every car to full capacity without scooping. It CANNOT injure the tenderest grain. Drop a post card for facts, prices and proofs. Get your pen or typewriter, and do it now.



## IT MUST BE RIGHT OR IT'S WRONG

That is what COMMON SENSE teaches. But has your Common Sense analyzed, What? In an Automatic Scale constitutes the difference between RIGHT and WRONG.

An Automatic Scale is *wrong* when { It is not properly adjusted.  
It is not properly compensated.  
The number of drafts are not correctly counted.  
Grain runs through the Scale without being weighed.  
When the Counting Arrangement goes wrong.  
When through error or negligence of the operator, it fails to accurately weigh.

An Automatic Scale is *right* when { It is a **NEW RICHARDSON**.  
for the  
**NEW RICHARDSON** needs no adjustments.

IT AUTOMATICALLY Compensates.  
Every draft is "Check Counted" for there are two counters. One a TYPE REGISTERING Counter. And one a High Grade Continuous Register.  
Grain cannot run through a NEW RICHARDSON, without being weighed--A Heavy Interlocking Gear PREVENTS.

The MAN OPERATOR cannot through negligence or carelessness cause a NEW RICHARDSON to go wrong. For the NEW RICHARDSON is

**SELF ADJUSTING      ---      SELF OPERATING      ---      SELF COMPENSATING**

Weighs any grain of from 20 to 60 pounds to the bushel without change of adjustment. Weighs wheat, corn or oats in consecutive minutes without change of adjustment.

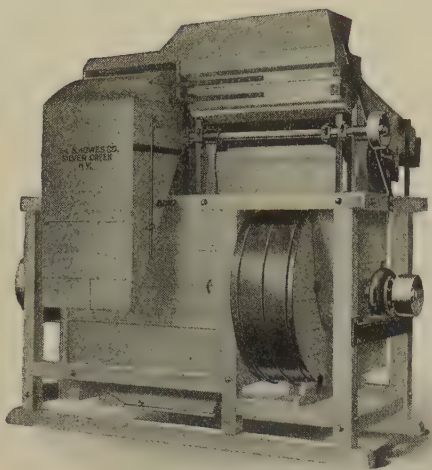
## RICHARDSON SCALE COMPANY

CHICAGO, 209 S. State St.  
MINNEAPOLIS, 413 S. 3rd St.

FACTORY  
Passaic, New Jersey

OMAHA, 327 Grain Exchange Bldg.  
WICHITA, 147 N. Emporia





Our No. 75  
Catalog  
On  
Request

BUY MORE  
LIBERTY BONDS

## EUREKA COMBINATION

1 OAT CLIPPER  
2 WHEAT SMUTTER  
3 GRAIN CLEANER

This  
3 in 1 Unit

is the finest general utility machine now offered.  
You can do any and all kinds of work  
with it.

In the  
"Eureka"  
there's to be found individuality of mechanical  
design, and individuality of service.



S. HOWES COMPANY, Inc.  
SILVER CREEK, N. Y.



## FOR PROTECTION

of elevator and other buildings from fire;  
for guarding the contents against theft;  
for convenience of operation; and for  
economy of installation and maintenance,  
owners and builders who have given the  
subject careful study are equipping the  
doorways in both old and new plants with



Edwards Doors remained intact and in position through this hot fire

## Edwards Rolling Steel Doors

They are made of heavy cold rolled steel, bright or galvanized, and may be had in the corrugated or interlocking slat type. Patented Spring Release Mechanism can be applied to cause the door to close automatically in the presence of heat, thus serving to retard the progress of the flames if fire once starts. Doors have been designed and successfully operated for openings of all sizes up to 40 feet wide and over 100 feet high.

*Our Engineering Department will submit plans and specifications. Write today for catalog.*

**THE EDWARDS MANUFACTURING CO.**

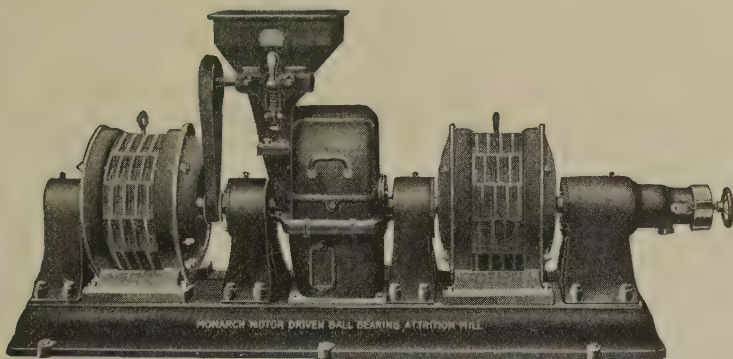
Lester G. Wilson, Consulting Engineer

339-389 Eggleston Avenue

CINCINNATI, OHIO

The World's Largest Manufacturers of Metal Roofing, Metal Shingles, Metal Ceilings, Metal Garages, Portable Buildings, Metal Lockers, Rolling Steel Doors, Partitions, Etc.





## "Monarch" Attrition Mills

Superior in every detail of mechanism and finish, equipped with ball-bearings, and capable of continuous performance without a break. We specialize on milling machines and make them good enough to "stand up" under all conditions.

"Monarch" Mills offer the advantage of every part being easily accessible. Nothing troublesome or worrisome. Belt driven if preferred.

Send for Catalogue D, No. 115, and learn more about them.

## SPROUT, WALDRON & COMPANY

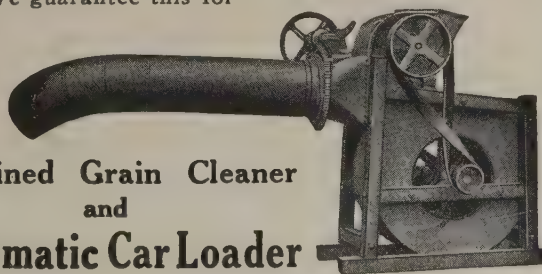
Mill Builders and Milling Engineers

Main Office and Works: MUNCY, PA. Chicago Office: No. 9 S. Clinton St.

## CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The  
Combined Grain Cleaner  
and  
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

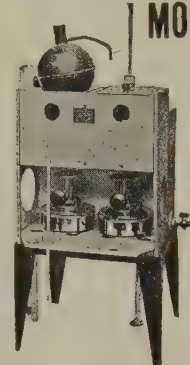


No Elevator so Large  
it Can Afford to be  
Without—

None so Small it Cannot  
Afford



## THE FLINT-BROWN-DUVEL MOISTURE TESTER



A Size for Your  
Requirements

Nothing in Your Plant  
Will Pay Larger  
Dividends

Write for Booklet

DE ROO GRAIN  
LABORATORIES  
Flint, Mich.

## BOX CARS

20-60,000 capacity. Rebuilt  
for Grain handling  
Immediate shipment

ZELNICKER IN ST. LOUIS

Get Bulletin 237—78 pages on Rails, Cars,  
Locomotives, Machinery, Tanks, Etc.

For Accurate Moisture Tests  
use our Grain Dealers Air  
Tight Cans for forwarding  
your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.  
ST. LOUIS, MO.



Are You Wasting Money?

Operating machines and shafts  
that could stand idle at least  
a part of the time. Equip  
your plant with Tester  
Clutches and start saving  
money. Get our Free Booklet.  
Decatur Foundry, Furnace & Machine  
Co., Dept. D, DECATUR, INDIANA

## BOWSHER

Saves 15% to 20% of Feed

Keep Stock Healthier. Crush ear corn  
(with or without shucks) and Grind all  
kinds of small grain. 10 sizes 2 to 25  
H. P. Conical shaped grinders—dif-  
ferent from all others.

Lightest Running  
Feed Mills

Handy to operate. Ask why; and  
state size of your engine.

FREE A folder on Values of  
Feeds and Manures.

N. P. BOWSHER CO.  
South Bend, Ind. 1E



# DO IT NOW

Place your name and business before the  
progressive grain elevator men of the entire  
country by advertising in the Grain Dealers  
Journal. It reaches them twice each month.



## GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

### The Torsion Balance Co.

Pacific Coast Branch:  
49 California Street  
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Factory:  
Jersey City, N. J.

Office:  
92 Reade Street  
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DO AS MANY OTHERS ARE DOING

Overcoming Their Serious Troubles by Using Our 50 Gallon

## METAL FIRE BARRELS

Including Buckets and Calcium Chloride

For Further Particulars and Prices Write Home Office

### CARBONDALE CALCIUM CO.

CARBONDALE, PENNSYLVANIA



Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**

## The Automatic Dump Controller Eventually?



No, you can't afford to say "I'll wait 'till after the War." NOW is the Time. NOW, if ever, AMERICA needs elevators that have the most modern and up-to-date equipment, in order to handle the vast crops of grain that are being raised this year.

It is very necessary that we save labor in every way, and at the same time push the work along at a good speed.

Make the controller that you already have, like new, by refilling it with oil.

It's a Trade-Getter—  
It's a Trade-Keeper.

L. J. McMILLIN

523 Board of Trade Bldg. INDIANAPOLIS, IND.

WE APPRECIATE the good Grain Dealers Journal.—Varner Grain & Merc. Co., Varner, Kan.

## Prevent CLAIM LOSSES with TYDEN CAR SEALS

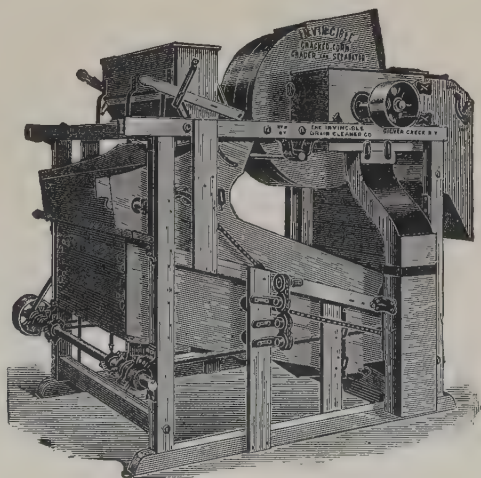
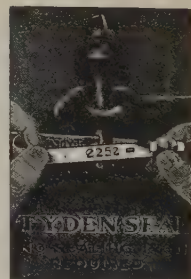
Bearing shipper's name and consecutive numbers.

6000 SHIPPERS Are now using them.

Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg. CHICAGO, ILL.



THE demand for Cracked Corn Products will be greater than ever before. Get ready to meet this demand.

Ask for Bulletin No. 23

### Invincible Grain Cleaner Co.

Silver Creek, N. Y.

Don't Forget the Fighters —  
THEY NEED YOUR SUPPORT



### OUTLINE OF CARDING MACHINE DRIVES

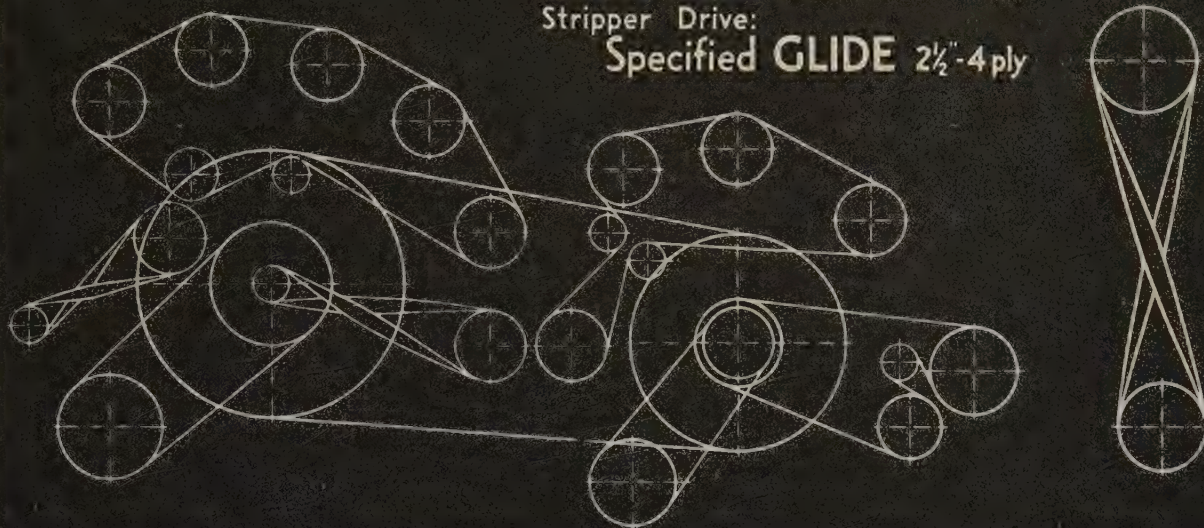
Condenser Drive:

Main pulley 36" - 34 R.P.M.  
Driven pulley 10" - Centers 4'

Specified GLIDE 3'-4 ply

Stripper Drive:

Specified GLIDE 2½"-4 ply



## Those Carding-Machine Drives and the G.T.M.

It all started with the condenser drive on the carding machine—small, but the most amazing belt-devourer in the mill. After trying cheap belts, the most expensive were bought—both caused trouble and in the long run cost too much. The G.T.M.—Goodyear Technical Man—came, told about the Goodyear plan of plant analysis—of studying each drive and prescribing the proper belt. They put the condenser drive up to him. His service was free, and something had to be done.

**What the G.T.M. Did**—He studied that drive. He noted that oil from the cards dripped on the belt—that two flanged idler-pulleys, controlled by the machine operator, were used to reduce extreme slippage in starting—that the driving pulley was 36 inches, running at 34 r.p.m.—that the driven pulley was only 10 inches—the horsepower 10. He put on the Goodyear Belt designed for just these conditions—the Glide—put up a small metal guard to reduce the oil-dripping and took off the idlers.

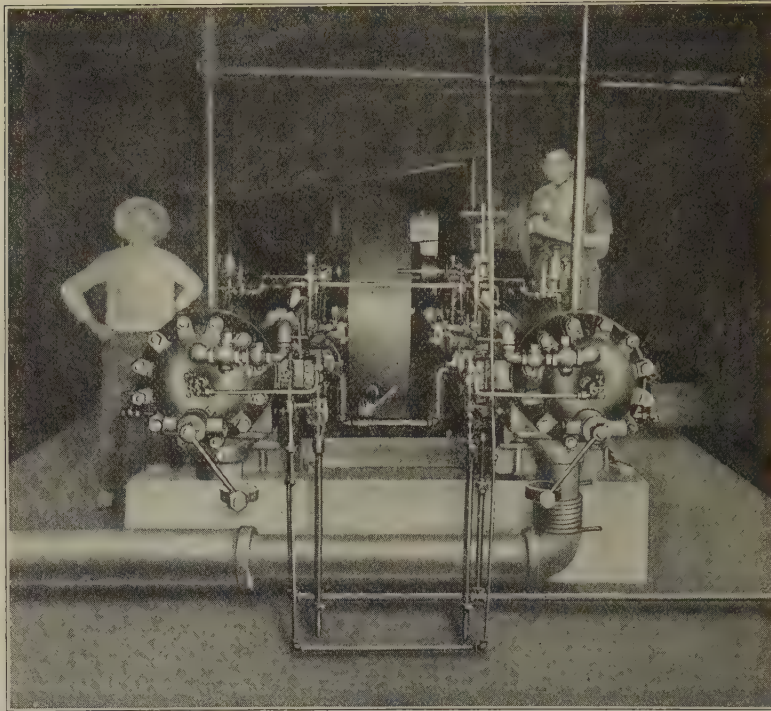
**It Worked**—Production on that machine increased 30 per cent. After four months the belt had never been tightened or touched in any way and was still maintaining the 30 per cent increase. Its predecessors wore out in less time and required two or three tightenings. The company ordered similar belts for other plants. They had the G.T.M. make an analysis of all their drives—and followed his recommendations. Their belting costs are going down—and production up.

**Try It**—Ask for a G.T.M. to analyze your drives. Then test his work by using the Goodyear belt prescribed for your worst belt devourer. The results you get will be our compensation, for we believe that they will bring orders for belting other drives of yours according to the recommendations of the G.T.M.'s plant analysis.

THE GOODYEAR TIRE & RUBBER COMPANY  
AKRON, OHIO

BELTING • PACKING HOSE • VALVES  
**GOODYEAR**  
AKRON





100 HORSE POWER GIANT DUPLEX FUEL OIL ENGINE

# Giant Dependability

Hundreds of Giant Semi-Diesel Fuel Oil Engines are used by Grain Elevators, Flour Mills and Rice Growers for various power purposes. It is a big, sturdy engine, always easily developing its full rated horse power and will run day in and day out, year in and year out, twenty-four hours a day if necessary. Being simple of construction, with no complicated firing devices, no high priced expert attendance is required.

## The Crosshead Construction Feature of Giant Engines Secures:

### Reliability

24 hours' service when necessary

### Accessibility

Adjustments without dismantling.

### Durability

Minimum expense for repairs and maintenance.

### Positive Lubrication

The oil bath and force feed system.

Giant Engines are of the two cycle type; every part accessible without dismantling. Built in sizes from 20 to 160 horsepower. Immediate shipments on some sizes. For others, orders should be placed immediately for future delivery.

*Send for Bulletins*

# CHICAGO PNEUMATIC TOOL CO.

1025 Fisher Bldg.  
CHICAGO

*Branches Everywhere*

52 Vanderbilt Ave.  
NEW YORK



# GOODRICH GRAIN ELEVATOR BELTS



ON the wheat rushing through American granaries on myriad streams of grain elevator belts, the fate of nations more or less depends.

In consequence, the strength and quality of these belts become issues of prime importance.

For those grain elevators equipped with Goodrich GRAIN CONVEYOR belts we exhibit no concern. We *know* that in the acid test of time and performance Goodrich GRAIN CONVEYOR belts have emerged the most dependable and serviceable in the field today.

As a patriot it is your duty to investigate their qualities.



**THE B.F. GOODRICH RUBBER COMPANY**

Makers of the Celebrated Goodrich Automobile Tires—  
"Best in the Long Run"

AKRON, OHIO—The City of Goodrich



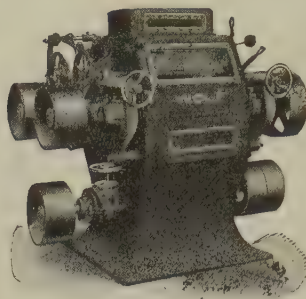


## FLOUR, CORN and FEED MILLS

Large profits are realized on an investment in a mill. Invest in a factory which makes the absolute necessities of life and your returns are sure.

The Wolf Co. makes everything for the complete flour, corn, cereal and feed mill. Write for full particulars.

**THE WOLF COMPANY**  
CHAMBERSBURG, PA., U. S. A.



"Builders of Complete  
Flour, Corn, Cereal and  
Feed Mill Machinery."

**Eliminates  
Spotting  
Charges**



## IT MOVES THE CAR

by imparting a turning motion to the wheel—not by lifting it off the rail. It is because it does the thing that is desired, and because it is sturdily built of the best materials that the

### NEW BADGER

has for so many years given perfect satisfaction to hundreds of grain dealers all over the country. We will send the **New Badger** to you **free** and permit you to try it on cars on your own siding for **Thirty Days**. If it is satisfactory we are to receive \$5.00 for the Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways. Write the letter and we will send the **New Badger** right away.

**Advance Car Mover Co., Appleton, Wis.**

## HALL SPECIAL ELEVATOR LEG

If a machine stands the test of scientific analysis, it is perfect mechanism. Science verifies truth. More engineering skill has probably been devoted to perfecting the **HALL SPECIAL LEG** to make it commercially efficient and economically successful than has ever before been devoted to the subject of transporting grain. The result is 100% advantage gained in point of economy. It is a triumph seldom attained in modern mechanics. It cuts expenses one-half and pays for itself every few months or weeks, depending upon the volume handled.



## Hall Signaling Grain Distributor

The average man thinks a sheet metal spout for distributing grain that costs less than a cast metal distributor is saving him money. The engineer knows better. Many baffling problems in distributing grain were solved by the advent of the Hall Signaling Distributor. Few things have been so successful from the start. You cannot realize all this until you have one.

Send for Catalogue B-3.

**Hall Distributor Company, 222 Railway Exchange Bldg., Omaha, Nebr.**

## RAILROAD CLAIMS BOOK

is designed to facilitate the making of claims against railroads and keeping a complete record of claims filed. Form 411-5 contains 100 originals and 100 duplicates of five different forms, arranged so that a carbon copy can be kept of each claim, as follows:

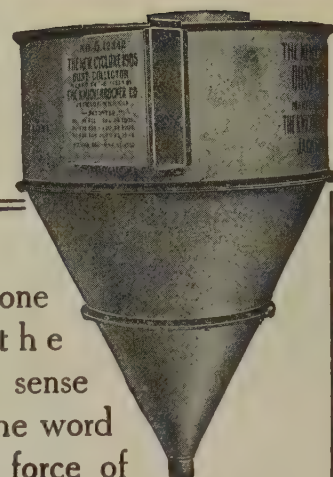
- 60 Copies—Form A. Loss of weight in transit.
- 10 Copies—Form B. Loss in market due to delay.
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- 10 Copies—Form D. Loss in market value due to delay in furnishing cars.
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Order Form 411-5. Price \$1.35.

For filing and keeping a duplicate of claims against railroads for Loss o. Weight in Transit only, use Form 411-A. Each book contains 100 originals and 100 duplicates. Price \$1.35.

**GRAIN DEALERS JOURNAL,**

**315 S. La Salle St., CHICAGO, ILL.**



A cyclone in the true sense of the word has force of air without any back draft.

## The New "1905" Cyclone Dust Collector

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

**The Knickerbocker Co.**  
**Jackson, Mich.**

## Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

## Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

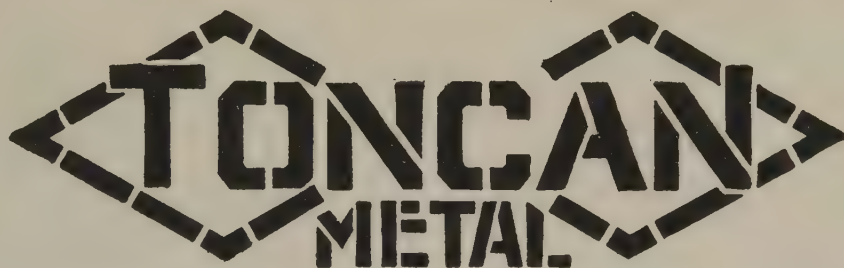
**GRAIN DEALERS JOURNAL**

**305 So. La Salle Street, Chicago, Ill.**





Whether Your  
Elevator is  
Small or Large  
**It's  
Economy  
to Use**



Toncan Metal answers perfectly all the usual purposes of Roofing and Siding.

If made continuous at the eaves and properly grounded it gives protection against lightning.

It guards your elevator from the locomotive sparks that are such a menace to elevators that are not metal clad.

And this protection is *lasting* for

## TONCAN METAL RESISTS CORROSION

Toncan Metal, because of its durability, relieves you from frequent repair bills, or the dangers and losses that are the result of neglected repairs. It defers a recladding of your elevator indefinitely.

If you desire permanence and low upkeep cost, cover your elevator with *Toncan Metal*.

Write for our book "Corrosion—The Cause—The Effect—The Remedy."

Toncan Metal roofing and cross-corrugated elevator siding are sold by Jobbers and Tinnerns everywhere.

**The Stark Rolling Mill Co.**  
Canton, Ohio  
Sole Makers



## GRAIN ELEVATOR BUILDERS

### DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

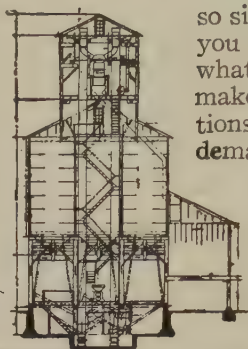
Grain Elevators, Alfalfa Plants  
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

**Younglove Construction Company**

412 United Bank Building SIOUX CITY, IOWA

### NOT A CHINESE PUZZLE, BUT READABLE PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance Construction Co.**

Board of Trade INDIANAPOLIS, IND.

**R. C. STONE ENGINEERING CO.**  
320 MERCHANTS EXCHANGE  
ST. LOUIS, MO.  
DESIGNERS AND BUILDERS OF  
**CONCRETE AND WOOD ELEVATORS**  
CORRESPONDENCE SOLICITED

**BALLINGER & McALLISTER**  
ENGINEERS AND CONTRACTORS  
Grain Elevators Driers Coal Chutes  
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1501 Commerce St., Ft. Worth, Texas  
Designer and Contractor of  
**CONCRETE and WOOD**  
Elevators and Flour Mills

**BIRCHARD**  
CONSTRUCTION CO.  
CONTRACTORS GRAIN ELEVATORS  
Mills and Warehouses  
Especially Designed for Economy of  
Operation and Maintenance  
1129 J Street LINCOLN, NEB.

Your Individual Needs  
are respected when your elevator  
is designed and built by

**W. H. CRAMER CONSTRUCTION CO.**  
NORTH PLATTE, NEBR.  
Write for Details of Our System

**Decatur Construction Co.**  
ENGINEERS AND BUILDERS  
OF GRAIN ELEVATORS  
510-512 Walt Building  
DECATUR ILLINOIS

**A. G. BOGGESE**  
Builder of  
**GRAIN ELEVATORS**  
and Coal Pockets  
Phone F. 282 P. O. Box 166  
DECATUR, ILL.

IF you wish to build your elevator  
right, my eighteen years experience  
is at your command.

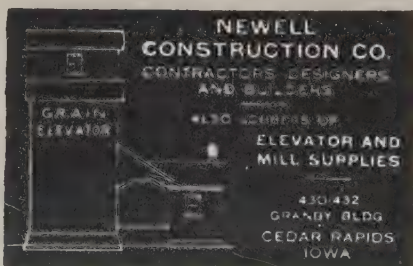
**C. E. BIRD & CO.**  
MINNEAPOLIS MINNESOTA

**White Star Co.**  
WICHITA, KAN.

*BUILDERS  
of  
Good  
Elevators*

WRITE US ABOUT THE  
PLANT YOU HAVE IN  
MIND

**FIREPROOF GRAIN ELEVATORS**  
DEVERELL, SPENCER & CO.  
Garrett Building BALTIMORE, MARYLAND



WE ARE GLAD to forward our check, so long as we know the Journal will be coming our way.—Evans-Williams Grain Co., Wichita, Kan., C. E. Lindberg, sec'y.



R. E. Jones Co., Wabasha, Minn.

We have the most complete  
organization in the Northwest  
for the construction of

**GRAIN and COAL  
ELEVATORS**

**T. E. Ibberson Company**  
MINNEAPOLIS, MINN.

WE FIND CONSIDERABLE trade information that is of value in the Grain Dealers Journal.—Guthrie Mill & Elevator Co., Guthrie, Okla., M. E. Sherman.

**R. M. Van Ness Construction Company**  
203 Grain Exchange, Omaha, Neb.  
Designers and Builders of  
**MODERN GRAIN ELEVATORS**  
Plans Submitted Correspondence Solicited

### EFFICIENT ERECTING CO.

We make plans and build up-to-date  
GRAIN ELEVATORS and MILLS  
**GEO. H. CRAIG**  
6803 Parnell Ave., Englewood, Chicago, Ill.



## Canadian Government Grain Elevator Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

**Barnett-McQueen Co., Limited**

OFFICES } FORT WILLIAM, ONT.  
DULUTH, MINN.  
MINNEAPOLIS, MINN.



## THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md.,  
for the Pennsylvania Railroad.

**JAMES STEWART & CO., Inc.**

Capacity  
5,000,000 Bushels

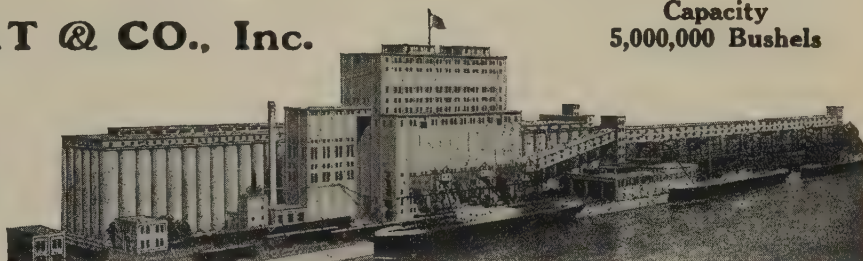
Designers and Builders  
GRAIN ELEVATORS  
IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

CHICAGO

W. R. SINKS, Manager



Pennsylvania Railroad Co.'s Terminal  
Elevator at Erie, Pa. 1,250,000 storage  
capacity, with marine leg, 25,000 bu. re-  
ceiving capacity. All concrete, modern  
construction, with latest improvements.

Designed and built under the  
direction of

**Folwell-Ahlskog Co.**

McCormick Bldg. - Chicago, Ill.

Write us for Estimates and Proposals



**Burrell Built Elevators**  
are Better—  
the kind you need

**Burrell Eng. & Cons. Co.**  
Chicago  
Portland Oklahoma City

**W. C. BAILEY**  
Contracts and Builds  
Modern Grain Elevators

We can furnish and install equipment in old  
or new elevators, guaranteeing greater capac-  
ity with less power, and positive Non-Chok-  
able working leg. Let us show you.

433 Range Bldg., OMAHA, NEBR.

**A. F. ROBERTS**

**ERECTS** ELEVATORS  
CORN MILLS  
WAREHOUSES

**FURNISHES** PLANS  
ESTIMATES  
MACHINERY

SABETHA, KANSAS

**MACDONALD ENGINEERING CO.**

DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS

MONADNOCK BLDG. CHICAGO, ILL.

**HICKOK** Construction Co.  
MINNEAPOLIS  
& SPOKANE **ELEVATORS**

**L. J. McMILLIN**  
ENGINEER and CONTRACTOR of  
GRAIN ELEVATORS  
Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

**D. F. HOAG & CO.**

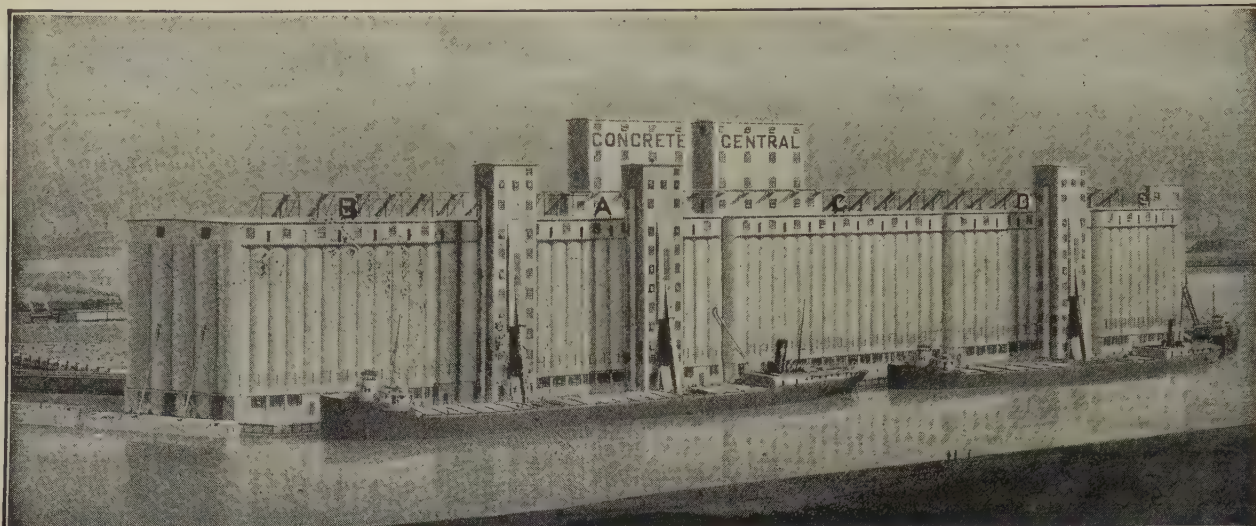
Designers and Constructors of

GRAIN ELEVATORS

Corn Exchange, Minneapolis

THE JOURNAL is worth more to us than  
what you charge a year. Don't see how  
you can put it out so cheaply.—South-  
west Mfg. Co., Oklahoma City, Okla.





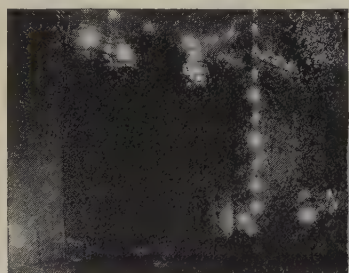
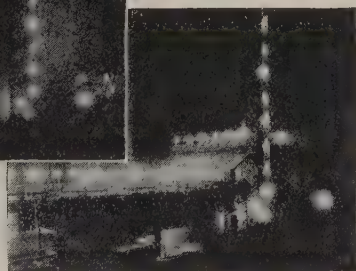
## CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

## MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.

September 26  
1917September 12  
1917

THESE photographs show night construction work on a large reinforced concrete work house and grain storage tanks which will form a part of a complete plant now under construction by the Canadian Leonard Construction Co., Limited, for the Quaker Oats Company, at Peterboro, Ontario, Canada, for the manufacture of a full line of their products.

The workhouse contains fifty-one bins in addition to the legs for unloading, transferring and blending. The total grain storage of the entire plant will be about two million bushels.

## LEONARD CONSTRUCTION CO.

WHITEHALL BUILDING  
NEW YORKMcCORMICK BUILDING  
CHICAGOFolwell-Sinks  
Patented Jack

For lifting concrete forms

Manufactured and sold by

Nelson Machine Co.  
WAUKEGAN, ILL.

11 YEARS OF ACTUAL SERVICE

## COAL SALES BOOK

FOR RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$2.00.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.





Terminal Elevator, Buenos Aires Elevator Co.

The first modern, rapid handling grain elevator in SOUTH AMERICA.

Ultimate capacity, 2,000,000 bushels — for the BUENOS AIRES ELEVATOR CO., Buenos Aires, Argentina.

John S. Metcalf Co., Limited,  
Designing and Supervising Engineers.

## John S. Metcalf Co., Ltd.

*Grain Elevator Engineers*

54 St. Francois Xavier Street  
MONTREAL, CANADA

108 South La Salle Street  
CHICAGO, ILL., U. S. A.

395 Collins Street  
MELBOURNE, AUSTRALIA

36 Southampton Street Strand  
LONDON, W. C., ENGLAND

## FEGLES-BELLOWS ENGINEERING CO.

LIMITED

### ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,  
FORT WILLIAM, ONT.

UNION BANK BLDG.  
WINNIPEG, MAN.

### THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.  
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William  
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William  
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.  
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.  
Complete Fireproof Plant—Mill, Warehouse and Elevator—for  
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona Man

WE HAVE AN ENVIABLE RECORD FOR SERVICE



## The 1,250,000 Bushel C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

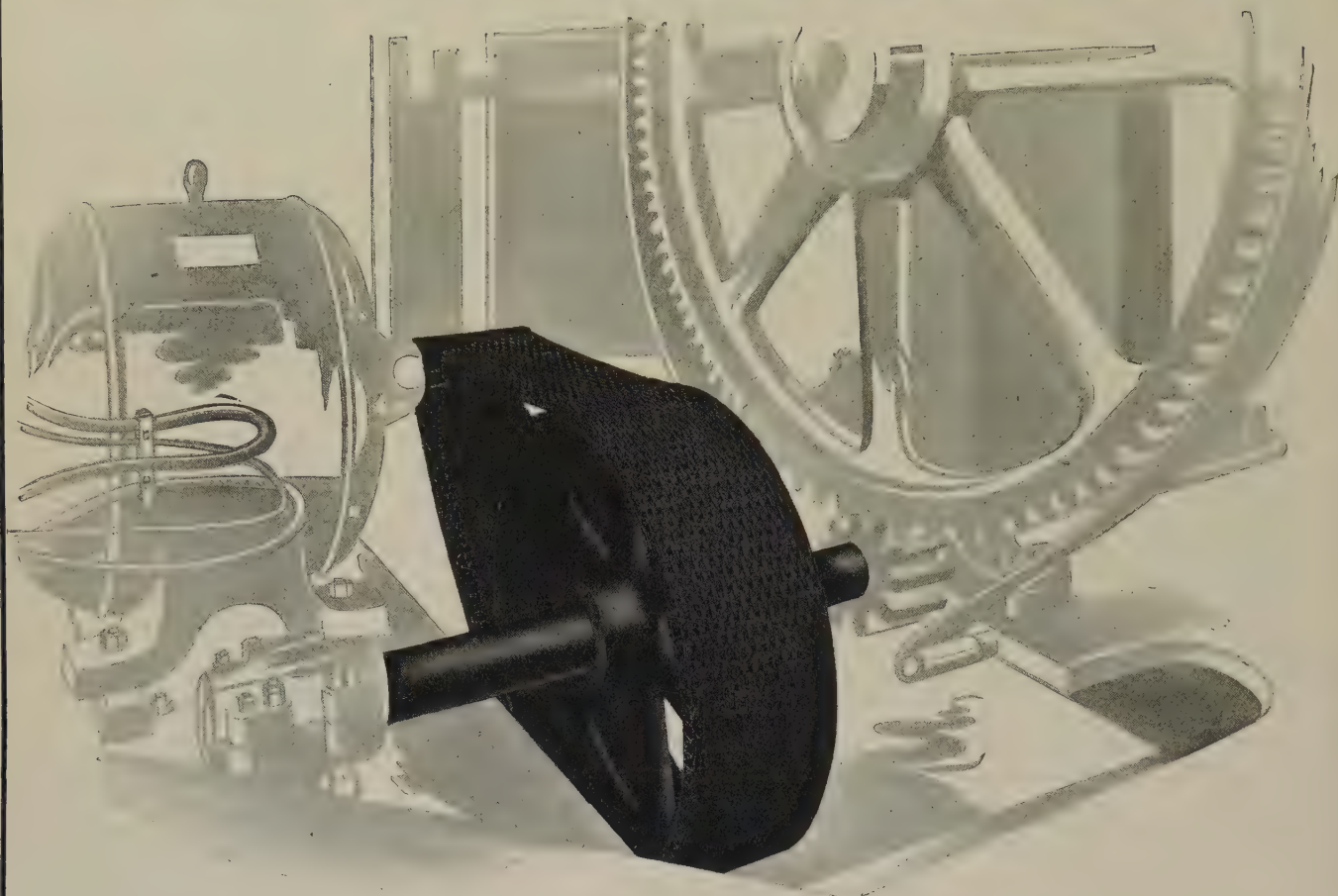
## WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS



# DEPENDABLE



You are considering a motor and chain drive for your mill. The particular job is not an easy one, loads are fluctuating, sharp peaks will throw heavy shocks upon the chain, the service is continuous day in and day out. You hesitate in committing yourself to the motor and chain which you may not have tried before. You know that chain drives are working all right for your neighbor, but this is your job and your grief if it doesn't work out right, and you hesitate.

## For More Than a Decade American High Speed Chain

has been working on just such jobs as yours. There is reserve strength in American High Speed Chain and in the time of stress it is dependable. We can tell you some interesting things about the drive illustrated on this page.

**AMERICAN HIGH SPEED CHAIN  
ABELL-HOWE COMPANY**

National Distributor

McCormick Building, CHICAGO



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**ELEVATOR**, iron clad, 5,000 bu., 1,000 bu. dump, automatic hopper scales, car loader and 20 h.p. gas engine. \$2,000. Albert Lbr. Co., Albert, Kan.

**30,000 BU. ELEVATOR** for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

**FOR SALE**—Our combined Grain Elevator & Warehouse, 15,000 Bu. Capacity, with dump scales. Located at Peterson, Minn. Address Box 7, Whalen, Minn.

**CENTRAL NEBRASKA ELEVATOR** with corn crop insured. Man gone to war, owner will sell, lease, go halves or any way to make a deal with good grain man. Address Dean, Box 2, Grain Dealers Journal, Chicago.

**FOR SALE**—Grain elevator with coal and hardware business. Real estate and private tracks on Penna. Lines. Good cash bargain. Fine location on acre of ground; old stand, main street of city. Chas. B. Ruch, Washington, Pa.

**FOR SALE**—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

**KANSAS elevator** for sale, 15,000 bu. capacity, built in 1915. Equipment consists of Grain Cleaner, Automatic Scale, Car Loader and 12 H. P. Fairbanks-Morse Engine. For information, write Seguin Grain Co., Seguin, Kas.

**CENTRAL ILLINOIS ELEVATORS.** I have 5 plants located at good stations ranging in price from \$5,000 to \$40,000. Negotiations confidential. Phone or write for detailed information. C. A. Burks, Elevator Broker, Decatur, Ill.

**ELEVATOR**, 20,000 bu., with roller feed mill. Located in one of the best grain and stock raising sections of Wyoming; only elevator in town of over 3,000 population. In operation only one season. Reason for selling, owner not a grain man. Write P. J. Pelissier, Sheridan, Wyo.

## ELEVATORS FOR SALE

**ELEVATOR AND COAL SHEDS** close to Rochester, Minn.; live town; good business. Enquire Box 572, Saint Ansgar, Ia.

**20,000 BU. ELEVATOR**, frame building, for sale. Located at Osage, Iowa, on C. G. W. R. R. Very cheap. Write Buy, Box 3, Grain Dealers Journal, Chicago.

**GOOD CRIBBED ELEVATOR**, 35,000 bu. Coal business and modern residence with 2 acres of ground; located on I. C. R. R. in good town in Central Illinois. Address Heart, Box 3, Grain Dealers Journal, Chicago.

**FOR SALE**—High grade Lumber and Elevator plant, located in Central Iowa, good town, exceptional territory. Forced to sell on account of draft. For further particulars write A. W. McGregor, Cedar Rapids, Ia.

**FOR SALE**—Elevator and coal-yard in Northwestern Ohio. Will pay 40% dividends. No trade. Price, \$16,000. If you mean business, address Fair, Box 3, Grain Dealers Journal, Chicago.


**FOR SALE OR LEASE**—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdote & Co., Bonnot's Mill, Mo.

**WISCONSIN ELEVATOR** for sale, 25,000 bu., modern, electric power. Flour and Feed Warehouse in connection. On C. M. and St. P. R. R., also good water transportation. Good reasons for selling. Priced right for a quick sale. Will sell also two good business lots in center of city. For full particulars write Haste, Box 1, Grain Dealers Journal, Chicago.

We have to offer a **PNEUMATIC GRAIN ELEVATOR**, complete, including 50,000 bushel steel tank, \$30,000.00.

**The Curtiss-Willis Co.**  
INCORPORATED

30 CHURCH ST. NEW YORK

Mechanical Equipment  
Wire Rope  
"We Find Things" 

## MILLS FOR SALE

**FLOUR MILL**—200 bbl., close to Chicago; will sell at 1/2 Lloyd-Thomas' replacement valuation; write for particulars to Mark Levy & Bro., Marquette Bldg., Chicago.

## PARTNERS WANTED.

**PARTNER WANTED**—with ten or fifteen thousand dollars to engage in the Grain Commission business in one of the best terminal markets; excellent opportunity for the right man. His service as Secretary and Treasurer is required. Address Partner, Box 3, Grain Dealers Journal, Chicago.

The brains, energy and buying power of the grain trade are encountered in the advertising columns of the Grain Dealers Journal.

## ELEVATORS WANTED.

**WANTED**—An elevator in south half of Central Illinois. Give full description of plant and all particulars to Kim, Box 2, Grain Dealers Journal, Chicago.

**ELEVATOR WANTED**—In N. E. Kansas, S. E. Nebraska, or N. W. Missouri, for cash; preferably with seeds, feeds and coal, or any of these. Advise as to shipments, competition, location and price. H26, Box 2, Grain Dealers Journal, Chicago.

## TO TRADE.

**360 ACRES** choice N. D. Land to exchange for good grain elevator. Land is in Williams Co., partly broken, fair buildings, good well, trees, close to school. M. Hanson, 1919 10th Ave. So., Minneapolis, Minn.

## BUSINESS OPPORTUNITIES.

**IF YOU WANT** to sell or exchange your property, write me. John J. Black, 57th St., Chippewa Falls, Wisc.

## ELEVATOR BROKERS.

**JAMES M. MAGUIRE**  
6454 Minerva Ave., Chicago, Ill.

**JOHN A. RICE**, exclusive elevator broker, Frankfort, Indiana.

**ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT.** NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

## OFFICE SUPPLIES.

**TYPEWRITERS**—All Makes. Factory Rebuilt, good as new, guaranteed, lowest prices. Good prices for your old machines; write for catalog. (Estab. 1904.) Ben Samuelson & Co., 219 S. Dearborn St., Chicago.

## ADDING MACHINES.

**ADDING MACHINES**—Rebuilt and guaranteed. Burroughs, Wales, Dalton, Comptometer and all others at about one-half the Manufacturers' prices. Adding Machine Corporation, 323 So. La Salle St., Chicago.

## SCREENINGS WANTED

**Clover and Alfalfa Seed Screenings** wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## ADDRESS WANTED.

**ADDRESS WANTED** of Jas. S. Hyde of Hyde Seed Farms, Pattonburg, Mo. F. T. Bennett, Moulton, Ia.

**ADDRESS WANTED** of G. W. Greene, Scale Tester. Wat, Box 3, Grain Dealers Journal, Chicago.

# Elevator and Mill For Sale

First-class small terminal elevator and feed mill combined; practically new. Best paying business in Omaha. Having disposed of larger grain interests here and wishing to look after more important interests elsewhere in west, is the owner's reason for selling. Satisfactory arrangement as to payment can be made. Not a large investment. Inquire of

**JOHN A. CAVERS**  
539 Grain Exchange Building  
OMAHA, NEBRASKA



**ENGINES FOR SALE.**

ENGINE, 25 h.p., Fairbanks—for sale. Good as new. C. F. Cooper, Stockton, Kan.

GAS ENGINE, 16 h.p. for sale. Fine condition. 321 N. Crawford Ave., Chicago.

GASOLINE ENGINE, 16 h.p. for sale cheap. In good running order. Write L. Burg Carriage Co., Dallas City, Ill.

INTERNATIONAL ENGINE, 25 h.p., 2 cylinder vertical for sale with 25 h.p. gas-producing plant in connection. As good as new; used only 6 weeks. A bargain. Write C. A. Kerber, Elgin, Ill.

FOR SALE—One 4 cylinder vertical Lawson Engine, 50 h.p., kerosene jump spark ignition, Dixie magneto, speed 430 r.p.m. Suitable for grist mill or large lighting plant. In good shape. Can show as it is running in our mill now. No reasonable offer refused. Fifield-Halverson Lumber Co., Milton Junction, Wis.

**DYNAMOS—MOTORS.**

FOR SALE—30 h. p. Westinghouse electric motor in good order. Marshall Grain Co., Watonga, Okla.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

FOR SALE—35 KW, 125 Volt, 725 RPM Westinghouse Electric Generator. 15 KW, 125 Volt, 125 RPM General Electric Generator.

Also all sizes of A C and D C Motors and Generators. We buy, sell and exchange. Aaron Electric Co., 15 S. Clinton St., Chicago.

MOTORS—Who wants to buy a motor? You will find him looking in the DYNAMOS-MOTORS column for the best that's offered.

**WANTED.**

Electric Motors and Machinery at once. Nathan Klein & Co., 208-K Centre St., N. Y.

WANTED—Each grain dealer who reads this to pledge himself to buy a certain number of War Thrift Stamps each week.

SELL YOUR SECOND HAND MACHINES NOW—tomorrow they will not be worth as much as they are today. A shiny machine which has just been in operation sells quicker and brings a bigger price than a dirty, rusty one.

**BAGS—BAGGING—BURLAP.**

GRAIN BAGS FOR RENT. Any quantity. For terms write Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

**MALE HELP WANTED.**

EXPERIENCED MANAGER WANTED for grain and feed elevator. State salary and give references in first letter. Chance for investment. Address Live, Box 2, Grain Dealers Journal, Chicago.

MANAGER for our elevator, by Sept. 1. Must be up to date on grain grades and qualified to take full charge of business. Prefer man to take \$1,000 stock in company. References must be good. State salary expected. Joseph Farmers Elevator Co., Joseph, Ore.

MANAGER for Farmers Elevator wanted at Hackney, Kan. Must be familiar with buying, grading and selling; with experience in office, running machinery and caring for elevator. Furnish reference and bonds. State experience, age and salary expected in first letter. Col. W. Russell, Pres., Winfield, Kan.

WANTED—Feed mill superintendent for plant near New York. Active man familiar with molasses feeds and general mill work. Must have practical experience and good references. Write quickly stating qualifications and salary desired. Address: Confidential, Box 126, Madison Square Station, New York City.

WANTED—Second man, not subject to draft, for lumber, grain and coal business. A good paying position for a man who wants a permanent job and is willing to work. Address W. H., Box 3, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experience, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal.

**MISCELLANEOUS FOR SALE.****USE PALMATTO FIBRE BROOMS**

for all kinds of heavy sweeping

\$8.50 per doz. Warehouse  
\$7.00 & \$7.50 per doz. Parlor

Utility Broom Co.,  
El Paso, Ill.

**SITUATIONS WANTED.**

EXPERIENCED MAN wants position in elevator. Five yrs. manager for one firm. Par, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED—By young married man as manager of grain elevator. 7 years experience. R. G. McKinzie, Fine Village, Ind.

WANTED—Position by experienced traveling solicitor. Will pay personal expenses for interview. Address Solicitor, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as general manager of Elevator by competent experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

WANTED—Position as manager for Farmers elevator or line house, 10 years a grain buyer. Nothing less than \$125.00 considered. Address Hills, Box 3, Grain Dealers Journal, Chicago.

GRAIN BUYER wants position. Years of experience; best of references. Minnesota or North Dakota preferred. Married, not subject to draft. Address H. G., Box 9, Grain Dealers Journal, Chicago.

WANTED POSITION as manager of grain elevator. I have had 20 yrs. successful experience; can give present employers as reference. Indiana or Ohio preferred. Address O-Ind., Box 1, Grain Dealers Journal, Chicago.

MANAGER OF 175,000 BUSHEL Elevator and Implement Company wants position as manager of a grain company. Twelve years as manager in present location; can give present employers as reference. Address Bolting, Box 3, Grain Dealers Journal, Chicago.

GRAIN OFFICE POSITION wanted by married man 30 years of age, years of experience as bookkeeper, manager and buyer for grain company; can give gilt edge reference. Now employed; good reason for changing position. Texas or Oklahoma position preferred. Address Lone Star, Box 2, Grain Dealers Journal, Chicago.

DRAFTSMAN AND ESTIMATOR now employed will be open for a position shortly. Have had years of experience in designing, estimating and building grain elevators. Reason for changing want to get with a larger company. References given. Address Case, Box 2, Grain Dealers Journal, Chicago.

SITUATION WANTED—Grain Inspector, possesses government license, competent, thoroughly familiar and practical knowledge in every branch of grain business. Opportunity for a large concern to secure a man to establish a private grain inspection bureau, to demonstrate rules and regulations as established by Grain Standard's Act. Address Grain Inspector, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

Before You Buy or Sell

**SECOND HAND BAGS**

GET "WESTERN'S" PRICE

WESTERN BAG & BURLAP CO., Chicago

**IMMEDIATE RESULTS**

Gilchrist & Co. of McGregor, Iowa, write under date of July 13, 1918—"You can discontinue our ad in the GRAIN DEALERS JOURNAL as we have sold the elevators we advertised. You may be interested to know that the first enquiry resulted in a sale a few days after we received it."



## STEAM ENGINES, BOILERS.

**STEAM PLANT**, 50 h.p. complete for sale. Corliss Engine, boiler, pump, water heater, pipe, all in good shape. Only \$1,250. Write L., Box 17, Craig, Neb.

**1—FITZGIBBONS BOILER**, 125 h.p., 125 lbs. pressure, practically new, butt strap triple riveted. Bargain if accepted immediately. Mid-West Machinery Co., Evansville, Ind.

**FOR SALE**—One 100 h. p. and one 60 h. p. steam engine in good condition, also dust collectors, and other mill and elevator machinery. Write Wells-Abbott-Nieman Co., Schuyler, Neb.

**FOR SALE**—200 H. P. Buckeye engine in first class condition; it has been used only a few years and has never been overloaded; must be seen to be appreciated. Cut-singer & Thompson, Shelbyville, Ind.

## BELTING FOR SALE.

**WIDE RUBBER BELT** for sale cheap, 11½", 15", 17½", 18", 22", 24", 29". Write 321 N. Crawford Ave., Chicago.

## TRACK SCALES FOR SALE.

**125,000 TRACK SCALE** for sale, Fairbanks, 42 ft. long. In good condition. Reasons for selling, too small for us. Wm. A. Coombs Milling Co., Coldwater, Mich.

## SCALES FOR SALE.

**1—30 TON FAIRBANKS-MORSE** Hopper Scale. Price \$90.00. Miller Cereal Co., Omaha, Neb.

**FOR SALE**—1,500-Bu. Klingler Automatic Scale, practically new. Too small for our leg capacity. L. B. Spracher & Co., Sibley, Ia.

**ONE**—Latest pattern 1600 bushel strait Hopper scale with full capacity recording beam.  
Price .....\$350.00  
Howe Scale Co. of Ill.,  
Kansas City, Mo.

**ONE** 40,000 lb. Fairbanks Hopper Scale. In good condition.

One 1,000-bu. Sonander Automatic Scale.  
One 750-bu. Avery Automatic Scale.  
Richardson Scale Company,  
328 Omaha Grain Exchange,  
Omaha, Neb.

**SECONDHAND SCALES SOLD BY TELEGRAPH**—Quick work, isn't it? That's the way the Want Ad Man gets results.

An insertion in the July 25th issue of the Journal under the heading **SCALES FOR SALE** was ordered for two times. After it had run once we received a letter from the Wilson Grain Co., Spencer, Iowa, in part as follows:

"We hand you check for 90 cents. The scale was sold by telegraph on Tuesday, the 30th, to a firm in Oklahoma."

With traffic conditions in the shape they are, we were glad to know the Journal had reached Oklahoma by the 30th, let alone bringing about a deal on that day.

It strengthens our conviction that grain firms in need of anything look first to the **FOR SALE-WANTED** pages of the Grain Dealers Journal.

Does it convince you that someone is waiting to see an ad of that machine you want to sell? Send description of it today to

THE WANT AD MAN.

## SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.

2439 N. Crawford Ave. - Chicago, Ill.

## MACHINES FOR SALE.

**1—NO. 33 BARNARD & LEAS** Grain Separator with sieves and ball-bearing equipment. Price \$150.00. Miller Cereal Mills, Omaha, Neb.

**FOR SALE OR TRADE** for small one, a No. 8 Boss Car Loader, good as new. Write A. H. Richner, 211 Whitlock Ave., Crawfordsville, Ind.

**WE BUY & SELL** Boilers, Steam & Gaso. Engines, Motors, Scales, Elev. & Mill Mach'y. of all kinds. National Mach'y. Warehouse, 700 W. 22nd St., Chicago.

**FOR SALE**—37 12"x6" elevator cups, never been used. 90' of 4 ply 12" rubber belt with 11"x6" cups attached; used only 18 months. John C. Jindrich, Swaledale, Ia.

**FOR SALE**—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

## FOR SALE.

REBUILT MACHINERY AT  
BARGAIN PRICES TO TURN  
QUICKLY.

**ATTRITION MILLS**: one 18-in. Robinson; two 24-in. Cogswell; one 24-in. Foos; one 24-in. Sprout, Waldron.

**SCALES**: One Fairbanks' Portable on wheels, platform 42x31 inches; two counter; one 1½ bu. automatic; one 600 lb. Fairbanks' Platform.

Orville Simpson Company,  
1224 Knowlton St.,  
Cincinnati, O.

## REAL BARGAINS

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

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**DON'T LET THAT MACHINE** lay idle. Somebody wants it. If it has served its day of usefulness in an elevator, the Want Ad Man knows of a junk man who can use it.



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### BELFAST, IRELAND.

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### BUFFALO, N. Y.

Stanford Seed Co., field and grass seeds.

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### NEW YORK, N. Y.

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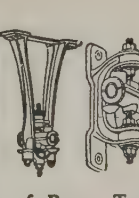

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## SEEDS FOR SALE

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ANY TIME OF THE YEAR is the right time to insert a "Seeds For Sale" or a "Seeds Wanted" ad. Buyers will want to put in their orders early this year on account of traffic conditions.

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Timothy and Alfalfa  
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H. W. DOUGHTEN, 59 PEARL STREET, NEW YORK CITY  
Importers, Exporters and Jobbers  
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We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE

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HARDY NORTHERN GROWN SEEDS  
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BUYERS, RECLEANERS, SELLERS  
ASK OUR BIDS BEFORE SELLING  
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305 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the Grain Dealers Journal on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar Fifty-five Cents.

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## SEEDS WANTED.

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INCORPORATED  
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Here since 1879 Ask for our daily Red Letter—Free

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Clover and Timothy Seed  
Consignments solicited. Send us your samples.  
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WHOLESALE GRASS SEED DEALERS  
Continuously in the Grass Seed Business for more than 40 years. Buyers and sellers of all grass seeds in season. Correspondence solicited.  
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WE MUST ADMIT that the Grain Dealers Journal aids us in keeping our standard of efficiency.—Harper & Sons, Des Moines, Ia.

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To Home People*

*Milled  
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The American (Midget) Marvel Mill can be installed in small space, requires but one man to operate and takes little power. It will produce more pure white, nutritious flour per bushel of clean wheat than any other milling process.

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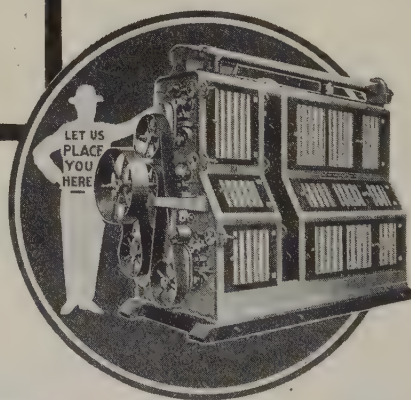
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Send full details of your wonderful flour mill, free trial offer, easy terms and co-operative plan.

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## GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

### SUBSCRIPTION RATES

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To Foreign Countries within the Postal Union, prepaid, one year, \$2.75; to Canada \$2.15.

### THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

### QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

## CHICAGO, AUGUST 10, 1918

IF MALTSTERS can make use of our fine barley crop then the feed manufacturers must grind it.

OVERBIDDERS may find some satisfaction in the expensive work of handling grain thru their elevator for nothing, but their sheriff is very likely to knock the "p" out of their pleasure and make them gentlemen of "leasure." Cut throat competition has never been known to help the cutters, altho the grain growers are much pleased with the effect of their savings, altho temporary.

MICHIGAN GRAIN dealers, at their meeting this week, took occasion to express their objections to the many unnecessary reports being asked for by the Federal Trade Commission, which seems determined to treat all business men with suspicious contempt and to handicap their work with as much useless red tape as is possible. The treating of men who refuse to burn barrels of midnight oil, in order to dig out useless information as disloyal citizens, may help in getting the reports so long as the war lasts, but it is sure to intensify the revolt against these senseless reports the minute peace is declared.

THE FREQUENT protests against the Food Administration's plan of using substitutes with wheat flour on a 50-50 basis will no doubt keep the executives of the Food Administration thinking hard, but no change is likely to be made in the requirements of substitutes until the spring wheat crop is out of danger.

BREAKING of the rope on a manlift was responsible for the serious injury of a North Dakota elevator manager, as reported in the Grain Trade News of this number. This should be a valuable lesson to those elevator operators who continue, day after day, to use their manlift with the safety device disconnected or for some other reason wholly inoperative. The safety device should be kept in the best of working condition at all times, for only when that is done will it be ready to do its work.

THE DEPARTMENT of Agriculture is asking an increase in the wheat acreage for the 1919 crop, and no doubt the majority of farmers would gladly lend their aid to this end, but if a greatly increased acreage is needed, a free and untrammelled market with higher prices would be the quickest and surest way of effecting the desired increase. The fixed price for the 1918 crop seems to have been sufficient to bring about a greatly increased acreage over 1917, and it is possible that farmers might be satisfied with the continuation of present prices, but whatever is to be done with regard to the 1919 crop should be done quickly, for any uncertainty in regard to the price for the next crop is sure to result in hesitation and delay on the part of the growers.

TO SOME EXTENT it may be said that the action of the Nebraska state fire marshal in recommending that non-combustible materials be substituted for wood shingles for elevator roofs is a reflection on the business ability of grain dealers. Almost every agency laboring for the betterment of grain trade conditions has endeavored for years to bring about the elimination of wood shingle roofs, pointing out to the elevator owner that he makes a substantial gain in money by using a material that will not burn. Some insurance companies specializing in grain elevator business have and do now absolutely refuse to issue a policy on a shingle roofed house. In view of these facts, it would seem that the state fire marshal's recommendation would have been unnecessary; but it does not follow, by any means, that it is unnecessary. The shingle roof has been condemned so far as its use for grain elevators is concerned, and it should be quickly discarded. Every elevator covered with wood shingles pays a penalty of 50 cts. per hundred dollars of insurance for its dangerous indulgence.

SHIPPERS WHO fail to obey implicitly the billing instructions furnished them by buyers and receivers are sure to suffer the consequences of their dereliction. The railway management is at present unwilling to grant any concessions to anyone, and what is, more, the receiver should be given complete advices regarding each shipment, so that he may be on the lookout for each car and trace it when unduly delayed. Everything which will expedite the release of cars at both ends of the line should be done willingly and promptly.

EIGHT CENTS was given as a reasonable margin of profit for country grain buyers by a representative of the Food Administration at the Michigan meeting this week. With costs of doing business greatly increased, the grain dealer may be able to meet his war taxes out of the 8c, but surely he will not have much left to make good his losses due to dockage and leakage. With 7% money and wheat requiring \$2.00 to \$2.39 per bu. for every 60 lbs. handled, the grain dealer is in need of a safer margin, especially if he is to meet the greatly increased cost of doing business and continue to handle wheat.

THE FARMERS of a certain Oregon district became so much irritated by the high prices asked for bags this season that they went in a body to the local grain dealer and assured him that if he would provide bulk handling facilities for their grain, they would market the grain from over 10,000 acres at his elevator during the next three years. While the farmers' marketing guarantee is somewhat of an innovation as a means of inducing the building of a grain elevator at any station, still the practice is one long common to some other lines of farm produce. Handling grain in bulk will surely effect a great economy not only in bags, but also in labor, and if the shipper exercises due care in cooping his cars, he should experience no new difficulty in getting his grain to market.

THE AUTO TRUCK is already making trouble for country grain shippers, who complain that their wagon load grain tables do not reduce a sufficient number of pounds to show the equivalent of the smallest truck load, and all of the carload grain tables begin with too large an amount, so that the grain buyer receiving from auto trucks must reduce each load to bushels in the old way, before attempting to settle for the grain. Even more difficulty is no doubt experienced by most elevator operators in unloading the trucks. We know that all readers will be much interested in any mechanical device designed to facilitate and expedite the unloading of grain from trucks. If you have solved this problem to your own satisfaction, write us about it.



THE GRAIN PRODUCERS and Dealers Ass'n of Northwest Ohio, which is in reality a federation of county locals, at a recent meeting resolved to buy wheat subject to the Federal Grading rules and every member was requested to give notice of this action thru the local papers. If all grain buyers would stop for all time buying grain by kind, and henceforth buy it strictly on grade, they would thereby encourage the growing and marketing of better grain and realize a more certain profit from their service in handling the farmers' products. To pay the same for poor wheat that is paid for the best, is to encourage slack farming.

MICHIGAN GRAIN dealers made an effort to get some inside light on the cost of handling grain thru an elevator, but without very satisfactory results. Like their brother dealers of Indiana, many dealers seem to be unable to formulate an accurate statement of what it costs them to handle grain, because of varying side lines. Notwithstanding the discouraging difficulties encountered by the dealers of Indiana and Michigan, the dealers of Northwest Ohio, have resolved to appoint a committee of five to determine what constitutes, under existing conditions, the proper working margin. Too many dealers, blinded by their own wild efforts to increase the volume of the grain handled have ignored absolutely the margin of profit and the cost of handling grain. The wonder is that any intelligent dealer will continue to take chances in such a hazardous game, but the fact remains that most of the country elevator operators are still content to guess at their margin.

LOADING CARS with shelled corn to within 18 inches of the roof will hereafter be tolerated by the Bureau of Markets, in order that shippers may comply with the demand of the Director General of the Railroads and load cars to nearer their physical capacity. The Bureau of Markets was at first disposed to permit cars intended for interstate traffic to be loaded only to within 30 inches of the roof. It has been demonstrated all along that a sampler could not be expected to obtain a fair average sample of the contents, unless he had at least 30 inches in which to work. If the sampler is given no opportunity to obtain a fair average sample, then the car will be sure to be delayed for reinspection and appeals, with the final result that both grain and car will be delayed much more than any saving effected thru requiring shippers to load cars with a greater depth of shelled corn than ever before. More cars also will be likely to get out of condition when loaded so heavily. The Toledo Produce Exchange has protested against the new rule.

COUNTRY ELEVATOR operators who think they can meet their expense bills while marketing on old time margins, and at the same time give the farmer free storage and the rise of the market on grain placed in store have so very much to learn that it is decidedly discouraging to attempt to convince them that this old time practice is unnecessary and a real burden on their business.

INDIANA GRAIN shippers have experienced so much difficulty in obtaining cars needed, to relieve their overburdened elevators, that a member of the State Public Service Commission has established offices in Washington for the purpose of assisting in obtaining relief for the shippers of the state. Sufferers elsewhere will need to work just as industriously, if they are to have their needs satisfied.

LIGHTNING HAS caused so many serious losses to property in Ontario, that 18 insurance companies operating in that province have been compiling statistics each year, to determine the efficacy of lightning rod equipment, for preventing fires from lightning. In 1912 these companies reported that 37 out of 7,000 unrodded risks were struck by lightning, while but 2 out of 7,000 rodded risks were struck by lightning. The reports that year showed that the rods gave a protective efficiency of 94.7%, while in 1915 this efficiency was increased to 99.9%, due probably to improvement in the lightning rod equipment. Inasmuch as country grain elevators are invariably the highest buildings of their neighborhood, they have always been the most susceptible to lightning and it would seem necessary for owners to use every precaution to protect their property against this hazard, and especially when filled with valuable foodstuffs.

"TOO MUCH technicality" has been one of the principal objections to the federal grades for wheat and corn; and there is sufficient foundation for that objection when inspectors or officials contend that they must make a moisture test and all of the other features of analysis on every sample, irrespective of the particular nature of the sample itself. For instance, a large portion of the 1918 wheat crop contains such a low percentage of moisture that it cannot be graded lower than No. 1 on account of moisture. If the inspector has had enough experience to give him a just claim to his license and title he can judge many of the samples without the use of a moisture tester. It is only on the doubtful samples that he needs its assistance; and the same rule of common sense applies to the determining of all the other grade factors. The recognition of this fact should justify the suggested change in the practice and thereby expedite the work, releasing cars more promptly.

SALTING corn, about which we heard so much last fall, has been proven to be of slight or no assistance in helping to save a wet crop as the result of an experiment conducted by the University of Illinois at De Kalb. Too bad that a careful and scientifically conducted investigation has shown that those old timers, who told about "seeing corn worse than any we have this year" saved by putting salt in the cribs, were probably the victims of that distance which lends itself so readily to exaggeration. But it is just what one might reasonably expect; and it shows more clearly the value of a properly constructed drier to the country elevator. Those dealers whose plants are equipped with a drier are not worrying about the success or failure of the salt treatment.

THE ZONE POSTAL rates must eventually result in zone subscription rates. The postage rate upon newspapers and magazines will be increased each year for the next three years, until the rate to the 4th, 5th, 6th, 7th and 8th zones will be 5, 6, 7, 9 and 10c per pound respectively. Publishers have never aimed to charge a subscriber more than the cost of producing additional copies after their presses were running, but after 1921 the postage rates will be so high to distant zones, they cannot afford to supply papers sent to those zones at the same subscription rates as to the nearby zones. The law is a rank discrimination against the distribution of information to citizens living long distances from publication centers. The Zone Postal system is a reflection on the intelligence of the law makers, as well as a slur on the intelligence of the people who live in the distant zones. That they will long stand for such discrimination is doubtful.

#### Delay Due to Moisture Test.

Every grain inspection department has been greatly handicapped by the loss of many efficient men to the Army, so it is but natural that the departments should be somewhat slow in doing their work during the rush of wheat to market. The testing of samples for moisture has always contributed largely to delay. These time consuming tests would seem all unnecessary in the grading of at least 75% of the new winter wheat crop, which seems to be cleaner and drier than any winter wheat crop marketed for many years.

In most markets all interests are harmoniously cooperating to expedite the prompt unloading of wheat, to the end that congestion and delay of railroad equipment may be prevented. The use of the moisture test in finally deciding the grade of line grade wheat is no doubt desirable, but with such large quantities of wheat moving, it is utterly impractical and should be unnecessary to test every sample for moisture.



## Our Railroad Problem.

[A series of four articles dealing with transportation written by W. M. Hopkins, Traffic Specialist and Commerce Attorney.]

### ARTICLE III—GOVERNMENT OPERATION.

When we were drawn into the great world conflict in the Spring of 1917, our railroads were transporting a volume of business equal to anything heretofore known and were probably up to their maximum carrying capacity as the railroads were then operated. The President assumed control over the operation of the railroads and Governmental necessities in the movement of troops and supplies took precedence over all other business.

The unprecedented volume and disruption of the usual schedule of operation led to such a condition of congestion as finally to result in an embargo in the movement of all traffic to all territory east of the Mississippi River, except for Government requirements and perishable property. The situation at Atlantic seaboard Government points was truly alarming and hundreds of miles of side track were filled with loaded cars of freight for the Government and for the Allies and for domestic use with no prospect or possibility of an immediate movement.

To remedy this situation and to secure greater operating efficiency, it was deemed advisable to put all railroads under Government control and operation for the period of the war and this has been the situation since March 1918. Under the power conferred by the Federal Act, the President appointed a Director General of the Railroads with full and complete authority over all of their activities including financing, expenditures, physical operation and revenues. Except for certain short lines which have been released from Governmental operation, all the railroads in the United States are now being operated by the Government.

THE PRIMARY PURPOSE of the Federal Act was to compel operating unity and thereby increase operating efficiency to the end that the Government might be promptly and adequately served during this war emergency, but the language of the Act is so broad and the powers conferred are so comprehensive that the Director General might and as a matter of fact has, proceeded in matters not pertaining to operating efficiency, but dealing with rates and revenues.

It is conceded that the operation of the railroads by the Government was necessary as a war emergency measure for only by the exercise of absolute and complete control would the transportation requirements of the Government be met. Those requirements were and are of the first importance and all other transportation services of secondary importance.

It cannot be said that the general public has benefited by Government operation of our railroads, except as we will all benefit from the successful prosecution of the war and the complete defeat of the enemy. It may be that the economies in operation under the various measures adopted by the Director General will result in greater transportation efficiency for the general public as well as those particular services required by the Government, but, as a matter of fact, no such result is yet apparent, while the rates have been increased far in excess of any demand which the railroads themselves have heretofore made.

THE GENERAL PUBLIC has been disposed to accept in a spirit of patriotism the various measures arbitrarily made effective by the Director General even tho it was not apparent in just what way the war necessities of the Government required the extreme measures adopted. For instance, an advance in rates was arbitrarily put in, ostensibly on a basis of 25 per cent over the prevailing rates, but which in truth and in fact in many instances increased rates forty, fifty and in some cases several hundred per cent.

Rate relations which are frequently of more importance than the measure of the rate itself were to a great extent disregarded. Increased operating expenses, including increased wages for employes, undoubtedly demanded increased revenues, but so far as now can be determined the revenues derived from the increased rates will be far in excess of what was actually required to meet increased operating costs, including increased labor costs. It is felt that an unnecessary hardship has been imposed upon the public by this enormous increase of the transportation tax and the way it was done.

The Director General has surrounded himself wholly with advisers of men affiliated with the railroads. It looks to the public as if those railroad men were taking advantage of the situation to put things over for the railroads not based upon Governmental war requirements, but for the benefit of the railroads.

THE SHIPPING PUBLIC has had no voice in any of the measures adopted. It seems that shippers should have had a representative among the advisers of the Director General as they are paying the bills and have a vital interest in the matter both as to the measure of the rates and their relation. All business has not profited by the war, but on the other hand has suffered great inconvenience and loss. This is naturally to be expected and is accepted without complaint, but it is not apparent why this loss and inconvenience should be greater than the necessities of the situation require. The railroads themselves estimated the increased cost of material, wages and operating expenses to be something like \$600,000,000, while the increased rates will yield annually in excess of \$1,000,000,000.

Shippers generally believe that this tremendous increase in their transportation tax is more than their fair share of the burden cast upon the public by this great war and does not represent a fair distribution of such burden. The owner of railroad property is guaranteed earnings equal to the average derived during the three year period ending July 1, 1917, thus he is paying no share of the war burden in respect to his property, while the shipping public is required to pay this enormous increase in their transportation tax in addition to all other increased taxes incident to the war.

If the economies in operating shall result in reduced operating expense as expected from the operation of the railroads as a whole, it is not clear as to why there should be such tremendous increases in rates. To many it looks like the railroads are taking advantage of the opportunity to benefit themselves for the present and for the future under the guise of and in the name of patriotism. The next few months should show the results of unified operation and if such operation is reflected in reduced

expenses, the rates should immediately be reduced. Will the railroads do this? Such has not been their practice in the past and is not likely to be in the future, but the Government should see that this is done and that the rates should be restored to the former basis as nearly so as the decreased cost of operation justified.

UNDER THE PLAN proposed to be adopted by the Director General, the various regional committees of railroad representatives will meet with representatives of the shippers and consider any future changes in rates or readjustment of the present rates, looking to the restoration of normal relations. It is not presumed that the measure of the rate will be reduced, but it is difficult to understand how normal relations of rates are going to be restored except either by reducing the present higher rates or still further advancing them to accomplish this purpose. We are not hopeful of being able to make much progress through these committees unless the Government itself orders reductions to be made. This we think ought to be done wherever the equities of the case demand.

Certain newspapers and politicians seem to regard the present situation as inevitably leading to Government ownership and as one Government official asserted, the present operation of the railroads by the Government will be found to be so satisfactory, efficient and economical that the public will insist upon the continuance of Governmental control and operation through Government ownership. We do not believe that this condition is likely to occur, and there are many reasons why Government ownership should not exist as I shall discuss later.

REVIEWING the transportation situation from the time that we joined in this great world war, certain things appear to be clear.

FIRST: There was an imperative necessity for Government operation of the railroads in order that its war requirements might be adequately served.

SECOND: Necessarily, in the exercise of its arbitrary power more or less disturbance of the usual transportation conditions was bound to occur.

THIRD: The railroads advising, directing and practically controlling Government policy have taken the occasion to put over measures for their own benefit which never could have been accomplished except under these extraordinary conditions.

FOURTH: The public has unnecessarily suffered from some of the things that have been done and the way they have been done.

This is not written in a spirit of criticism of the Government or of its advisers, but merely as a statement of fact. It is hoped and believed that as fast as possible these unnecessary hardships will be removed and that the railroads will be required to serve adequately the entire public subject to the superior transportation requirements of the Government and that the rates of service will be restored to normal relations as speedily as conditions justify.

In this connection it may be observed that the Interstate Commerce Commission has jurisdiction over and a right to determine the reasonableness of rates upon formal complaint and it appears likely that the shippers will in increasing numbers take their troubles to the Commission for adjustment.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Permitting Wheat to Spoil.

*Grain Dealers Journal:* I see by one of our market letters that the Federal Food Administration of Indiana has warned the millers and grain dealers of the State that the buying of damp wheat is contrary to the principles of food conservation. He says that "dealers who purchase damp wheat and permit it to get out of condition will be considered guilty of contributing to the destruction of foodstuffs."

Now why should this warning be confined to the state of Indiana, or to wheat. Behold the millions of bushels of corn and oats and other grain whose quality and value is greatly lessened by the thoughtless dealers, not only in Indiana but in all other states. If the grain that is wasted by careless dealers was saved, as it could and should be, we would not be scraping our bins before the new crops were in marketable condition. The Federal Food Administration should get busy and stop this needless waste of the nation's resources.

If the present fixed wheat price was amended and automatically increased one cent per bushel each fifteen days, more wheat would be kept longer on the farms where it could be properly handled. This matter too should receive the attention of the Food Administration.—Yours truly, E. T. Custenborder, Sidney, O.

### An Opportunity to Economize.

*Grain Dealers Journal:* I note that many railway officials are asking to be informed as to specific needs for improvement and economy in transportation methods, and I desire to suggest one thing they can do for the benefit of both themselves and the grain shippers.

"As a manager of grain elevators for 14 years, I have seen much in regard to bad order cars set for loading grain. In fact, only the past week 10 cars were delivered here for loading, and of this number only 4 were fit for service.

Now, something surely is wrong when the railroads go to the expense of hauling this number of empty cars 30 miles or more, only to find them unfit for the class of service for which they were intended; then the next day or so haul them back for repairs or for loading with commodities for which they are fit. This occurs not only at this station, but at the majority of stations; and besides the expense, it places upon the railway agent the additional task and trouble of getting other cars to take the place of those which are not suitable for loading.

We have had plenty of instances during the past year like the one mentioned, and many of the cars that are set for grain loading have door posts broken, end posts broken, or other defects which are not seen by the casual observer. Yet the experienced man, who knows the needs of the grain shipper, will discover the defects at once.

I see in this condition a failure on the part of the carriers to furnish cars for grain loading as promptly as they might do, and I see, also, an unnecessary expense incurred in hauling the unfit empties back to a place where they may be repaired. If the cars had been in proper condition when first set their return trip would be under load, and they would be earning money for both carrier and shipper.

As a remedy for this condition, I suggest that grain men, men who have had experience in the cooping of cars, be placed at terminal points to inspect the cars before they are forwarded to the country stations where they are needed. His "OK For Grain" will mean what it says, and the hauling back and forth of unserviceable cars will be eliminated to a very large extent.—Alfred Cram, Shannon, Ill.

### Low Price Prevents Distribution of Bran.

*Grain Dealers Journal:* Under the new government regulations controlling the price of bran and shorts we do not see much advantage in carrying stock to provide for requirements of our trade later on, as in case of a slump in the market, or a change in rulings, we stand a chance to lose, and not much of an opportunity for gain by advance in price.

Between the miller and the retail dealer, there must be but one jobbing profit, which is as follows: on direct shipments from mill to destination, on demand draft terms, \$1.00 per ton. On direct shipments from mill to destination on arrival draft terms, \$1.50 per ton. When loaded out of jobber's warehouse, and sold on demand draft terms, \$2.50 per ton, on arrival draft terms \$3 per ton is allowed. It is our understanding that in case the mills find it impossible to move feed without reducing the price, the jobber cannot add any more than the above mentioned profit, no matter how cheaply he was able to purchase the feed. Jobbers are not permitted to carry more than a reasonable 60-day requirement in their warehouses and are not allowed any carrying charges against feed stored.

It appears to us that the situation is going to become very complicated. For instance, suppose we buy a good round lot of feed, and should offer it. We do not know whether it is buyer's intention to offer it to others in straight carload lots, or unload in warehouse for distribution in mixed cars. If we are able to unload in our own warehouse, and forward in mixed cars, we are permitted to charge from \$2.50 to \$3 per ton; whereas, if we sell it for distribution in straight carload lots, there must be only the one profit of \$1.00 per ton between the mill and the retailer. In order for buyer and ourselves to both make a profit, we would be compelled to split the \$1.00 between us, which would not leave much profit for either under present cost of doing business. It naturally follows that we are going to handle all we possibly can thru our own warehouse, and buyer in turn would do the same, which would further tend to add to the congestion and slow movement from mill to consumer.

Under present regulations, the price of wheat mill feed is going to be so very much below the cost of other feed, that the demand at mill door and in nearby territory is going to be very heavy, and when the 60,000 lb. minimum

is taken into consideration, we believe the amount of feed to be offered to outside territory will not be what a great many people are anticipating when mills get up to operating on full time.—Southwestern Jobber.

### Some Load.

*Grain Dealers Journal:* On July 30th, Calumet Elevator "C" at Chicago unloaded our car P. Co. 517369, containing 2026.50 bus. of new wheat. This car was shipped by Paxton Farmers Grain Co. and is some load. Don't you think so?—Lamson Bros. & Co., Chicago, Ill.

### Winter Wheat Quality a Record.

Winter wheat of the crop of 1918 now has moved to market in sufficient volume to give an indication as to the quantity and quality of the crop, and some interesting facts may be developed by study of the figures representing the receipts at various markets. A comparison of the July receipts at Chicago with those of the same month for the past 5 years is shown in the following table:

Year.	Cars.	No. 1		No. 2		Lower Grades	
		%		%		%	
1918.....	6,260	74.5	19.0		6.5		
1917.....	238	25.0	32.7		42.3		
1916.....	1,758	.1	50.3		49.6		
1915.....	3,664	.3	44.4		55.3		
1914.....	17,193	.3	72.1		27.0		
1913.....	8,649	.0	78.7		21.3		

It will be seen from this table that the receipts during July this year compare favorably as to quantity with those of any year of the 5 previous ones except 1914, when almost 3 times as many cars were received at Chicago as in July, 1918. July, 1913, is the only other month which exceeds the one just past in any of the years shown. Since 1914, however, the present year has the largest number of cars arriving.

But if July, 1918, must yield to the same month in 1913 and 1914 as to the quantity of winter wheat marketed, it can at least stand firmly upon its laurels as to quality. In the Journal for July 25 a Chicago broker was quoted as saying that nobody in the trade had ever seen so much No. 1 wheat as this year; and certainly the facts not only bear out his statement, but give indication that, if the average of past years may be accepted as a guide, 1918 may hope to remain the banner year as to quality of winter wheat for some time to come.

Almost three-fourths of the winter wheat arriving in July graded No. 1 under the federal Grain Standards! Truly a remarkable record, and one for which the entire nation may well be thankful.

It must be borne in mind, however, that only the receipts of 1917 and 1918 were graded under the federal Standards; and that if those Standards had been applied to the crop of 1914 it would, undoubtedly, have had the effect of moving some of that year's 72.7% of No. 2 wheat into the No. 1 grade. The same, also, applies to the crop of 1913, 78.7% of which graded No. 2 in Chicago during July of that year. But these things need only be remembered in passing, for, being past and gone, they can not remove the present year from its high standing.

"OUR RED BOOK" Annex for the second quarter of 1918 has been issued by Howard, Bartels & Co., Chicago. It contains valuable statistics on grain, live stock, provisions, bonds, stocks, etc., together with the official grades for wheat and corn, and commission rules of the Board of Trade.



## Transfer From Bad Order Car at Carrier's Expense.

The Interstate Commerce Commission recently ruled in favor of the St. Louis Merchants Exchange and against 16 trunk lines reaching St. Louis and East St. Louis, Ill., and the Terminal Railroad Ass'n of St. Louis, on the practice of the latter in requiring shippers to pay for the transfer of hay from bad order cars at St. Louis when the shipper desired to rebill the car to a new destination. The practice is said to have been instituted because of the refusal of the trunk lines to accept outbound shipments of hay in defective equipment, and the inability of the terminal company to secure from its connections reimbursement of the cost of transfer in cases where the repairs could not be made without transferring the loads. In some cases in which the terminal company had refused to accept rebilling unless the hay was transferred by the shippers, the consignees placed reconsigning orders with the lines into St. Louis and the hay moved to the destinations desired in the equipment stated to be defective.

The terminal company did not deny that in cases where the shipments are reconsigned the carriers are under the necessity of transferring the lading if the cars are received at the reconsigning point in bad order, but attempted to draw a distinction between the rights of a shipper availing himself of reconsigning under the tariffs and of one desiring to ship outbound under new billing, contending that when the original contract of transportation is completed the carriers can not be compelled to enter into a new contract if freight is in defective equipment.

### The Commission decided:

When cars in bad order are accepted by the terminal company, they are subject to all of the rights of the shippers, and one of these, recognized by years of practice by carriers thruout the entire country, is that of rebilling in the same cars. The terminal company does not deny this right, but attempts to limit it by the condition of the car which it has accepted from its connection. To adopt the terminal company's contention would make a substantial right of a shipper depend upon a condition over which it has no control but which has been created by the carriers themselves, and would permit substantial discriminations between shippers. Upon consideration of the whole record, we are of opinion, and find, that defendants' practice of requiring complainants at their own expense to transfer to other equipment shipments of hay delivered to team tracks in St. Louis or East St. Louis in bad-order cars, as a condition precedent to permitting reshipment of the hay to points beyond St. Louis or East St. Louis, is an unjust and unreasonable and unduly prejudicial practice.

Chairman Daniels, in his dissenting opinion, said:

It seems to me that a carrier accepting a shipment for St. Louis is under obligation to transport it to St. Louis, and if the shipment arrives safely at destination the carrier has acquitted itself of its entire legal obligation. It is no concern of the shipper that the car is in bad order upon arrival, provided his freight is undamaged. If the shipper desires to reship to another destination, he must make a new contract of carriage. He is entitled to a car in good order for the reshipment, not under the old contract which has been completely executed, but under the new contract. I know of no principle of law that casts upon a carrier the obligation to furnish a car not only in sufficiently good condition to make the particular trip called for in the bill of lading, but also in sufficiently good condition to stand a further haul beyond the destination specified in the contract.

Commissioner Harlan, in dissenting, said:

At most, the rebilling, without unloading, of a carload shipment to another destination, after the first contract of carriage has been completed, is an undefined privilege unsupported by tariff authority and in the exercise of which by shippers there must necessarily be reasonable limitations. In that view a carrier, having regard for the safety of its employees and others, would seem to have a right, and indeed to rest under the duty, not only to the complainants whose property is involved but to other shippers in the same train in which the complainants' property may be forwarded from the reshipping point, to refuse to undertake a new contract of carriage in a bad-order car; and to require it in that event to bear the expense of transferring the load to another car is something it is not obligated to do under the original contract of carriage and which, in my judgment, it may lawfully refuse to do under a second contract of carriage.—50 I. C. C. 474.

THE FIRST sale in a year of wheat for export at Chicago was made July 17, being 25,000 bus. No. 2 red.

A TOTAL of 67 wood ships with an aggregate tonnage of 242,200 was added to America's merchant marine up to June 1, according to figures prepared by the Division of Wood Ship Construction. Twenty-two of these are of the Hough type, 28 Ferris, 16 of the Emergency Fleet Corporation's own design and 1 of the McCormick type.

## Coming Conventions.

Sept. 23, 24, 25—Grain Dealers National Ass'n at Milwaukee, Wis.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

## Death of T. G. Moore.

Tom G. Moore, of Ft. Worth, Tex., vice-pres. of the Dazey-Moore Grain Co. of that city, and 1st vice-pres. of the Grain Dealers National Ass'n, died at his home August 4, after an illness of two weeks.

Mr. Moore and Mr. D. K. Dazey, with whom he was associated in the grain business, went to Fort Worth in 1904 from Gainesville, Tex., where both had been identified with the Whaley Mill & Elevator Co. They organized the Dazey-Moore Grain Co., and that company is still engaged in the grain business, operating a 125,000-bu. elevator. Mr. Moore was one of the founders of the Fort Worth Grain & Cotton Exchange, which he served as president for several years. At the time of his death he was a member of the rules com'te and the inspection com'te of the Exchange.

During 1916 Mr. Moore was president of the Texas Grain Dealers Ass'n. He had a very extensive acquaintance in the grain and allied trades, not only in Texas, but thruout the Southwest, and his connection with the National Ass'n made him known from coast to coast.

The death of Mr. Moore, whose portrait is reproduced herewith, occurred in his forty-third year, and it was attributed to typhoid fever with complications.

A firm believer in the work of the organizations striving for better conditions in the grain trade, Mr. Moore was constantly engaged in an earnest effort to assist in that work. He never shirked a duty, and his colleagues had learned to rely upon him in the knowledge that his experience and ability lent great value to his opinions and advice.

The organized grain trade of the country has lost a devoted friend, and every member of the trade will feel sincere sympathy with the family of Mr. Moore in its bereavement.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. B. & Q. 110559 was streaming either milo maize or kafir corn from a side door while passing thru our city, Aug. 7.—Southwestern Fuel & Feed Co., El Paso, Tex., Frank B. Ezell, mgr.

F. W. & D. 7134 going east thru Lake-ton, Ind., on the P. C. C. & St. L. Ry., Aug. 5, leaking wheat badly.—Kinsey Bros.

C. G. W. 17302 loaded with wheat, going south thru Bryant, Ind., Aug. 5, on G. R. & I., local train, was leaking at grain door. Same was reported to trainmen.—Jas. J. Adams Co.

Penn. 558508 passed thru Rock Creek, Kan., Aug. 1, leaking wheat at 2 corners.—H. D. Harding.

N. H. 87584 going north thru Strawn, Ill., July 31, leaking wheat badly at side of car. Train did not stop.—Harry Tjardes.

C. M. & St. P. 69964 passed thru Rodney, Ia., eastbound, July 31, leaking white corn at side. I notified the train men, but did not have time to repair.—A. B. Doolittle, agt., Armour Grain Co.

Penna. 537503 on G. R. & I. R. R. running north, leaking wheat badly at side, was set off on siding for repairs; car was repaired here.—Jas. J. Adams Co., Bryant, Ind.

Spokane 1605 loaded with wheat was leaking at Delavan, Ill., July 22.—Wayne Bros. Grain Co.

Southern 36558 passed thru Laddonia, Mo., over C. & A., July 22, leaking a stream of wheat thru the bottom.—Wilder & Taylor.



T. G. Moore, Ft. Worth, Tex., Deceased.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### How to Separate Wild Peas from Wheat?

*Grain Dealers Journal:* I have been unable to find any method of separating wild peas from wheat and would be glad to learn of such a machine. Some mechanical genius must have solved this problem.—Carl J. Dahlgren.

### How to Exterminate Weevil?

*Grain Dealers Journal:* For the past two seasons we have been bothered with weevil in our mill. This season we are having more trouble than ever, and we have been unable to find any method to destroy these insects. How can we exterminate weevil?—Omer G. Whelan, Richmond, Ind.

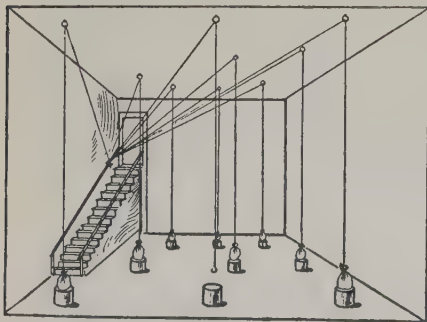
**Ans.:** To exterminate weevil in full grain bins use bisulfid of carbon; but in open rooms containing machinery use hydrocyanic acid gas.

The gas is generated by placing cyanide of potassium (KCN) in sulfuric acid ( $H_2SO_4$ ). The cyanogen (CN), which is poisonous, combines with the hydrogen (H) of the acid to form the gas HCN. The chemical reaction is the simplest, and all the preparations are directed to distribution of the gas and the safeguarding of the life of the operator.

The quantity required is  $\frac{1}{4}$  gramme of cyanide per cubic foot of space to be fumigated. A room 10x10x10 ft. containing 1,000 cu. ft. will require 250 grammes. As there are 28.35 grammes to the ounce, divide this by 28.35 to reduce to ounces, giving  $8\frac{4}{5}$  oz. For each ounce of cyanide allow  $1\frac{1}{2}$  times as many ounces of acid, liquid measure. Allow  $1\frac{1}{2}$  ounces of water for each ounce of acid.

The acid and water should be distributed in the different rooms in stone-ware or china crocks, or wooden pails. The acid should be poured into the water, not the reverse, each crock to contain sufficient water and acid to act upon three pounds of cyanide, the crocks having a capacity of two or three gallons each. The cyanide is tied up in 3-pound paper packages, and one package suspended over each crock by a string from the ceiling into which a screw eye has been screwed, as shown in the engraving. All the strings from the screw eyes are gathered to one point near the door where the operator is to make his quick exit.

Starting on the top floor the operator lowers the cyanide into the crocks containing the acid and water, closes the door, and goes to the next floor below and repeats in each floor below to the basement. Do not attempt to escape by ascending a stair in a room after the cyanide has been dropped into the liquid.



Bags of Cyanide Suspended Over Crocks.

as it is too hazardous. Doors should be barred to keep strangers out.

After 5 to 24 hours the doors and windows should be opened for half an hour or longer to let the gas escape, and in tight rooms and basements, much longer, before entering. Entry should be postponed until after all the characteristic peach pit odor has disappeared.

If potassium cyanide is unobtainable sodium cyanide will answer. The strongest acid should be purchased, if of weaker strength, more must be provided.

The gas will kill all insects and vermin and all larvae.

### Who Pays Undercharge?

*Grain Dealers Journal:* When a shipment is not delivered does it not mean that all freight charges are paid; and if the railroad company assesses additional charges from the amount the shipper allows is it not the duty of the shipper to protect the customer and file claim against the railroad company?—Carter Grain Co., Bay City, Tex.

**Ans.:** The railroad company can only recognize the party who paid the freight, and he should make claim against the railroad company if the charge was in excess of that scheduled by the tariffs, or against the seller if the latter did not make sufficient allowance.

### Remedy for Overbidding.

*Grain Dealers Journal:* We started in business here last August as a farmers elevator company to buy wheat and ship to market. We have two mill elevators here also and they pay just enough more for wheat to get it than we can pay for it and ship.

At other places they pay less than the market, where there is no competition. Is there any remedy?—G. L. Kent, sec'y Farmers Union Ass'n, Hardin, Mont.

**Ans.:** A leading St. Louis miller declares that under strict regulations millers will be able to run only 5 months of the coming crop year, so that they are likely to be out of the market after the first rush.

To check unfair discrimination in buying at different prices at different stations write to F. L. Carey, vice pres. Food Administration Grain Corporation, Minneapolis, Minn., or to the Federal Trade Commission, Washington; D. C.

### Why Is Postage Required on Food Administration Reports?

*Grain Dealers Journal:* We can not understand why it is that we are required to place stamps on our reports made at the request of the food administration, when postage is not required on the reports we made to the fuel administrator. Why is this?—H. C. Vollmer Co.

**Ans.:** We cannot answer as to the Fuel Administrator. The Postoffice Department takes the position that parties sending in reports to the Food Administrator, are in the same position as persons who make their tax reports to the Government and other communications which the Government require from time to time.

Our Legal Department at Washington advises us "The distinction made by the Post Office Department is that when a report is required to be made by Act of Congress, the person reporting must pay the postage. If the reports are merely requested by the Government without legal compulsion, the replies may be franked."—Watson S. Moore, Sec'y Food Administration Grain Corporation, New York, N. Y.

**Ans.:** I have been advised by the Post Office Department that franked envelopes can not be used by individuals, firms or assn's to send in reports or other data which they are required by law to furnish the Government. It seems that under the Food Control Act all Food Administration licensees, in order to comply with the law, must submit reports. Under these conditions the Post Office Department is compelled to collect postage. I have not had an opportunity to speak to the legal authorities of the Fuel Administration but presume that if grain dealers are given the privilege of submitting fuel reports under the Government franking

privilege, these reports are not absolutely required by law. I judge they are regarded as information furnished at the request of the Fuel Administration.—U. S. Food Administration, Educational Division, C. B. Ryan, Jr., Washington, D. C.

### Who Should Stand Shortage?

*Grain Dealers Journal:* I bot 1,400 bus. of corn last winter f. o. b. Alworth, Ill., and the car showed a shrinkage of 2,010 lbs., and there was an overcharge in freight. I would like to know who stands the shrink.

Seller claims the corn was properly weighed at Omaha and the weights at Freeport were heavier than the Omaha weight, and alleges that error was likely at my end because we weighed out the corn in 31 wagon loads. The Illinois Central R. R. Co. has refused to pay my claim for \$55.22.—L. N. Bowman, Winnebago, Ill.

**Ans.:** Carriers do not pay claims based on a great many small drafts, especially when they have supervised hopper scale weights at point of origin; and if the buyer takes his claim into court he is likely to lose as the jury may hold that there were two corroborating weights on one side against a single set of weights at the unloading point. If buyer had weighed out thru an elevator his weights would have been good against the shipping weight.

HEAVY SELLING of corn followed the report one day recently that the Food Administration had requested the St. Louis elevator operators to move out corn and oats to make room for wheat.

### Federal Wheat Grades Faulty.

The shortcomings of the federal wheat grading system are set out in a letter from the Minnesota Commission of Public Safety to the Bureau of Markets, Washington, and issued in printed form by Vice Chairman C. H. March of Litchfield, Minn.

It is argued that the old Minnesota grades are in every way superior to the federal grades, and complaint is made that the Bureau of Markets has ignored and failed to incorporate in the new grades the suggestion made in due season by the Northwest and others, as provided in the Minnesota law: "All dockage having value must be noted and the amount thereof specified on the inspector's certificate, the price fixing board to determine the compensation to be paid for dockage having value."

This is a live question. There is now in Iowa about to be harvested a large acreage of spring wheat containing 20 per cent of oats that the local farmers and elevator operators have no way of separating, and which by the federal rules they must give to the buyers of the wheat.

The Commission charges that the grades do not fairly reflect the milling value; that the discount for slight rye mixture is excessive, and quotes the federal officials' own statements against the grades.

The Minnesota Chief Grain Inspector addressed an inquiry to the 809 local warehouses and country mills in the state asking how many favored the federal grades and how many the old Minnesota grades. The country millers were evenly divided. Of the line houses 86.2 per cent, independent houses 82.6 per cent and farmers houses 80.5 per cent favored the Minnesota grades. The same inquiry addressed to North Dakota country operators showed 70.5 per cent favoring the Minnesota grades.



### Unfair Side Track Agreement.

Advantage is being taken by the railroad companies of the order sent out by Director-General McAdoo requiring uniformity in side track leases to place on the operators of grain elevators or other industries all of the expense and risk of damage suits properly chargeable to the railroad companies.

General Order No. 15 of the Railroad Administration simply provides that the industry shall pay for, own and maintain that part of the switch track beyond the right of way, that if the industry track is unsafe the railroad company may refuse to operate over the track, and that the railroad may use the industry track, but not to the detriment of the industry.

How far beyond the intent of the federal administration the clever attorneys of the railroad companies have gone in drawing up the new form of side track agreement will be seen by a study of the agreement below, which one of the big systems is seeking to enforce upon grain shippers in Ohio, whose leases are expiring.

#### SIDE TRACK AGREEMENT.

THIS CONTRACT, made and entered in on this first day of August, 1918, by and between Blank R. R. Co., a corporation, party of the first part, and John R. Blank, of the city of Jonestown, Ohio, herein-after called the second party, party of the second part, witnesseth, that

WHEREAS, the Blank R. R. has heretofore constructed and now owns a certain industrial track connecting with its railroad tracks at a point in the said city of Jonestown and extending in a southerly direction to the plant of the second party, said track being indicated by a red and green line on blue print marked exhibit A, hereto attached and made a part hereof; now therefore, it is agreed by and between the parties hereto as follows:

FIRST: The second party shall pay to the Blank R. R. the sum of \$800, the value of that portion of the track approximately 525 feet in length extending beyond the Blank R. R. southerly right of way line and indicated by green line on said exhibit A, and thereupon the ownership of that part of said track shall be and remain vested in the second party; but the ownership of that part of said track approximately 105 ft. in length, lying between the Blank R. R. right of way line and the point of the switch connecting said track with the railroad tracks of the Blank R. R. and indicated on said exhibit A by red line shall be and remain vested in the Blank R. R. Co.

SECOND: The second party shall, at all times and at its own expense and cost maintain in such safe condition as may be considered necessary by the Blank R. R. that portion of said track owned by him and indicated by green line on said exhibit A; and if the second party fails to so maintain said track then the Blank R. R. Co. may without notice disconnect the same and refuse to operate thereover while not in safe condition.

The foregoing paragraph leaves the elevator operator at the mercy of the railroad company, first as to the safe condition, of which the railroad company is made sole judge; and second, as to the disconnecting of the track without notice. All of this paragraph should be stricken out without detriment to the railroad company, if there is retained in the agreement clause SIXTH, following, whereby the party of the second part assumes all risk and agrees to hold the railroad company harmless. If this paragraph is not stricken out, the safe condition should be as considered necessary and prescribed by the State Railroad Commission. If the railroad company without notice disconnects the track which is being maintained in the standard condition prescribed by the State Railroad Commission it should be liable to a penalty of \$25 per day, payable to the shipper and by judgment of court, for the period of time he is wrongfully deprived of shipping facilities.

Provided, however, that if the second party so elects the Blank R. R. may maintain said track at his expense and cost and in that event the second party shall pay to the Blank R. R. from time to time as bills are rendered therefor the entire cost and expense of the maintenance, repair and renewal of said portion of said track and appurtenances.

The Blank R. R. Co. shall at all times maintain that portion of sidetrack on its right of way indicated by red line on said exhibit A at its own sole cost and expense.

THIRD: Subject to the terms and conditions, covenants and agreements herein contained the Blank R. R. Co. agrees to furnish the second party customary service over said track and the said party grants to the Blank R. R. the right to use in the conduct of its business as a common carrier of freight and passengers that part of said track owned by the second party, provided it can be done without unnecessary interference with the conduct of the second party's business, and for such use no charge will be made by the second party.

This paragraph should have the word "unnecessary" stricken out.

The second party agrees to grant other parties the right to connect their tracks with that portion of said track owned by the second party and to permit them to use it on reasonable terms, provided in the judgment of the Blank R. R. Co. it can be done without unreasonable interference with the conduct of the second party's business. If the parties are unable to agree on terms the Blank R. R. shall prescribe such terms and its decision shall be final.

The effect of the foregoing paragraph is to convert the track paid for by the shipper and on the shipper's land into a part of the railroad company's right of way to be used as its own sweet will suggests. Each industry should be required to have its own connection with the tracks of the carrier, or if physically impossible and agreement could not be had, recourse should be had to arbitration.

SIXTH: The second party assumes all risks of loss, injury or damage of any kind or nature whatsoever to any building or other structure or appurtenance thereto belonging to the second party, his sub-lessees or others, which may be now or hereafter placed upon the premises served by said track or on land adjoining or adjacent thereto, and which are at the time connected with or used in any connection with any building or structure upon said premises, and all risk of loss, injury or damage of any kind or nature whatsoever, to the contents of any such buildings or structures, or to any goods, merchandise, chattels or other property now upon or that may hereafter be upon said premises or land adjacent thereto as aforesaid, whether belonging to said second party or others, and whether such loss, injury or damage result from fire or other agency, and whether the same be caused by the negligence of the Blank R. R., its servants, agents or employees or otherwise; and the second party will pay and satisfy all liability for such loss, injury or damage and will save and keep the Blank R. R. Co. harmless from and indemnify it against any and all claims, suits and liabilities growing out of any such loss, injury or damage.

This clause is most objectionable of all. It places on the grain shipper a liability which, expressed in money damages, may exceed his entire capital invested in the business. It places on him the burden of defending suits against the railroad company that may drag on for years, and originating in the railroad employees' negligence. It is a poor business policy for anyone to sign an agreement to be responsible for the negligence of persons over whom he has no control whatever.

SEVENTH: It is expressly agreed that the operation and maintenance of said track is not a joint undertaking between the parties hereto, but is solely for the convenience and advantage of the second party, and the second party assumes all liability for injury to or death of himself or his employees, agents or servants caused directly or indirectly by any defects in any car or cars while standing or moving along said track or which may arise by reason of any said persons being struck

while upon or near said track by the engines or cars then being run upon such track by the Blank R. R. Co., its servants, agents or employees, whether such injury or death be caused directly or indirectly by the carelessness or negligence of the Blank R. R., its agents, servants or employees, or otherwise.

The same objections hold good to this clause, as it makes the second party liable for damages caused by agents not under its control.

Loss or damage should be made good by the party who caused it.

EIGHTH: In the event the second party ceases to do business on said track or the amount of such business be deemed by the Blank R. R. insufficient to warrant the continued operation of said track or the second party shall fail or refuse after 30 days after demand made by the Blank R. R. to keep or perform any covenant or agreement herein agreed by him to be kept or performed or to pay any freight, demurrage, car service or other charge or charges that may accrue under the tariffs or rules of the Blank R. R. or to pay or discharge any liability whatsoever assumed by the second party under this contract then the Blank R. R. shall be relieved from any and all obligations to deliver to or receive from the second party freight over said tracks and at its option may terminate this contract and agreement; provided, however, the exercise of the option to so terminate this contract and disconnect that portion of said track shall not deprive the Blank R. R. of any other right or remedy it may have in the premises.

The effect of this clause would be to compel the payment of a disputed account for freight or demurrage under threat of denial of facilities, which is wrong, as the railroad company otherwise has ample legal protection. This clause should be omitted.

Uniformity in side track agreements is just as desirable as the uniform B/L ever was, but the agreement should be uniformly just and not uniformly unjust. It would seem proper for the state or federal railroad commissions to hear both carriers and shippers and on the showing made, to promulgate a form of agreement fair to both parties. Grain dealers to whom such a cut-throat contract is presented are warranted in declining to sign it until it is modified to conform to the spirit of the Director-General's order.

THE PLANT Inspection Act of 1917 is printed in full in circular No. 1 of the Division of Plant Industry of the Illinois Dep't of Agriculture. The act is very comprehensive, and makes it the duty of the Dep't of Agriculture to inspect, at least once each year, all nurseries and nursery stock in the state to determine whether they are infested or infected with insect pests and diseases. Under authority conferred by the act, the Dep't has declared a quarantine against the shipment into the state of the common barberry, which is largely responsible for the dissemination of black stem rust of wheat.

WHEN we get done with our job of making the world safe for democracy, we will have 25,000,000 tons of merchant ships, or the equivalent of England's mercantile marine, which is the largest. To keep this great new merchant marine busy we must have a radical change in American business thinking. Every manufacturer and trader in the United States, every banker, farmer, miner, and consumer must begin to think now about American merchant ships as a great modern international delivery service. No longer must we be content to let our railroads stop at the ocean—they must be extended to reach clear around the globe.—Edward N. Hurlev, chairman United States Shipping Board.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### COLORADO.

Keota, Colo., July 22.—The prospects for small grain are very poor on account of dry weather and hail, tho the corn and beans are doing fine.—J. R. Craig.

### IDAHO.

Lewiston, Ida., Aug. 1.—Yield better than expected. Wheat is making from 17 to 33 bus. per acre; barley from 20 to 40 bus. Grain so far all grades up to No. 1 and No. 2.—Peter Muench.

### ILLINOIS.

Yuton sta. (Bloomington p. o.), Ill., Aug. 5.—Wheat crop seems to be an average one. We need rain for corn and pasture.—Yuton Grain Co., Jas. V. Foster, mgr.

Sheldon, Ill., Aug. 6.—At a meeting of grain dealers held at this place Aug. 6, 90% of those present said the oats yield would average 45 to 50 bus., while the remainder said, 35 to 60 bus.—E.

Spire sta. (Minonk p. o.), Ill., Aug. 5.—Wheat yield averages about 40 bus. One half of the corn is gone. Growing corn looks good; promises 45 bus. to the acre.—Spire Elvtr. Co., Thomas Shapland, mgr.

Shannon, Ill., July 29.—Oats better than we have ever had. Barley crop also big, 3 times as many acres as in former years, but much of it will be fed to hogs. Corn looking fine. Wheat crop excellent, and as we have not grown wheat to any extent formerly we will have more than will be required for home consumption in this county.—Alfred Crum.

McLean, Ill., Aug. 7.—Wheat is finest quality we have ever handled, making an average of about 30 bus. per acre. This is not considered a wheat country, but we are handling about 37,500 bus. this year as compared with 27,500 bus. last year. Five years ago only one car was shipped. A large acreage will be sown this fall and preparations are being made to begin sowing about the middle of September.—U. N. Hieronymus, mgr., Hill Grain Co.

Springfield, Ill., Aug. 7.—All crops are in good condition in the northern counties where corn is rated as excellent, but the heat and drought are beginning to affect vegetation in the central division, and in the south conditions are very serious as a result of protracted drought and the high temperatures. Corn in the central counties cannot stand much more heat and drought without injury. In the south upland corn is almost ruined. Plowing for wheat has begun in the south. Army worms are damaging grain in DeKalb Co.—Clarence J. Root, meteorologist.

Chicago, Ill., Aug. 2.—The total winter wheat crop is placed at 592,000,000 bus., being 178,000,000 bus. more than last year, and 170,000,000 bus. more than the average of the previous 5 years. Spring wheat suffered further loss in North Dakota and westward, and the condition was reduced from 86.1 on the government report last month to 78.8 which is above a 5 and 10-year average. The large acreage suggests a crop of 318,000,000 bus., which is 90,000,000 more than harvested last year. Total wheat on our reports aggregates 911,000,000 which is 20,000,000 bus. greater than the government's estimate of last month, and 261,000,000 bus. in excess of last year's crop. There is fully 800,000,000 bus. of wheat available for the coming season to supply the allied and neutral nations of Europe—which is more than double the amount taken in the year just ended. Condition of oats as reported is 81.7, versus 85.5 government report last month. The indication is for

a crop of 1,409,000,000 bus., which is 27,000,000 less than the July 1 estimate. The small decrease in the indication is due to an increase of over a bu. per acre in the par yield. The crop will be 180,000,000 bus. less than last year. Reserves of old oats as reported to us are 4.5% of last year's crop, amounting to 71,415,000 bus. The average condition of corn reported to us is 78.8 versus 87.1, government last month. The crop indication is 3,008,000,000 comparing with 3,160,000,000 last month. The comparatively small decrease in crop being due to the increase in the par value of a bu. per acre.—Clement, Curtis & Co., P. S. Goodman.

### INDIANA.

Hope, Ind., Aug. 7.—Wheat crop good; good quality. Not many oats raised here. Most farmers talking of sowing a good big acreage of wheat this fall. Corn needs rain.—Stafford Grain Co.

Redkey, Ind., Aug. 2.—A nice quantity of wheat was raised here of splendid quality, and a few bunches of rye. Have no complaint as we get bulk in all our territory.—D. M. McKenzie, mgr., Redkey Equity Exchange Co.

Evansville, Ind., Aug. 5.—Corn in southern Indiana, southern Illinois, and western Kentucky is badly in need of rain. Many fields are said to be drying up for want of moisture. Unless rain falls soon it is feared the yield of corn in this section will not be as large as was anticipated early in the season.—C.

### IOWA.

Belmond, Ia., July 26.—Grain looks good.—J. L. Dinneen, Quaker Oats Co.

Rossie, Ia., July 23.—Never saw better crops of all kinds than this year.—Rossie Elvtr. Co.

Grinnell, Ia., Aug. 3.—Wheat quality good. Oats a little light in weight. Corn crop generally good.—B. E. Edwards, mgr., Farmers Elvtr. Co.

Nevada, Ia., July 25.—Crops are looking pretty favorable around here. Corn looking fine. Oats going around 40 bus.—Farmers Grain Co., F. G. Booher, mgr.

Tipton, Ia., July 26.—Corn looking fine here, tasseling and shooting ears. Too much rain for small grain. Wheat blighted to some extent. Oats and barley fair crop.—W. W. Little.

Anita, Ia., Aug. 3.—Wheat making from 15 to 25 bus. per acre; oats, 45 to 60 bus. per acre. Wheat is in very good condition, testing from 57 to 62 pounds per bu.—Farmers Co-operative Elvtr. Co., F. C. Chinn, mgr.

Rodney, Ia., Aug. 1.—Wheat is making a good yield, some fields making as high as 42 bus. to the acre. Corn is beginning to need rain. Early corn is damaged about 15% by dry weather.—Armour Grain Co., A. B. Doolittle, agt.

Mondamin, Ia., Aug. 2.—Wheat running from 10 to 20 bus.; quality generally good; some spring wheat smutty. Oats extra good as to quality and quantity. Corn crop cut 50% on account of drouth. Some fields beyond help even tho it rains. Bluegrass pastures burned up; farmers feeding their cattle.—Trans-Mississippi Grain Co., J. M.

Des Moines, Ia., Aug. 6.—Rainfall of agricultural importance was confined to about 15 counties in the northeastern part of the state. The southwest part, which has been deficient in rainfall for several weeks, suffered seriously from 3 days of intense heat and the strong southerly winds of Monday, Aug. 5. Corn has been injured 50% or more in many southwest counties, and unless rain comes soon, it will be nearly a total loss. In the northern and eastern portions, prospects for corn were never better. The crop has advanced rapidly; roasting ears are reported in all sections and the earliest has begun to dent. The yield of wheat is generally good to excellent, and the quality good. Plowing in preparation for a large acreage of winter wheat has begun in many sections.—Charles D. Reed, meteorologist.

### KANSAS.

Valley Falls, Kan., July 27.—Best crop here for 12 years. Wheat, 25 bus.; oats, 40 bus.—B. C. Ragan, Ragan Grain Co.

St. John, Kan., Aug. 5.—Corn badly in need of rain. Acreage and stand normal.—Farmers Grain & Coal Co., James Fitzgerald, sec'y.

Bancroft, Kan., July 23.—Crop conditions not favorable on account of dry weather. Wheat turning out just fair, 15 to 25 bus.—J. E. Wilcox, H. C. Hyder, mgr.

Lincoln, Kan., July 29.—Good rain last week has helped corn; good show for some corn.—Lincoln County Farmers Union Business Ass'n, J. W. Wilson, mgr.

Sublette, Kan., Aug. 5.—Wheat crop very light in Haskell county. Wheat testing from 52 to 57 pounds, and poor yield.—Hugoton E. & W. Co., Geo. E. Lindeman, local mgr.

Ogallah, Kan., July 20.—The wheat crop in this locality is poor. Yield about 4 bus. per acre; test from 47 to 53 pounds. There will be a normal acreage of wheat put out this fall.—I. Nixon, Ogallah Elvtr. Co.

Topeka, Kan., July 29.—Wheat in this territory of good quality, and good yield; 20 to 35 bus. per acre average. Corn looking fine, but moisture would be appreciated. Oats very light in both yield and quality.—F. O. Hanson, mgr., Golden Belt Grain & Elvtr. Co. Terminal.

Ingalls, Kan., July 22.—The crops are very light here. Quality of wheat poor; oats almost a total failure. Some rye and wheat will average about 5 bus.; test, 50 to 60 pounds. Having some fine showers and will have lots of corn if weather continues favorable.—W. L. Cannon, mgr., Ingalls Co-operative Exchange.

Wichita, Kan., Aug. 1.—The wheat yield here is very satisfactory, and the corn looks fine in this section. There are some local sections that could be improved by rain, altho there has been very little firing. This part of Kansas will have better than average crop of corn. Milo maize, kafir and sorghums are in excellent condition, and with favorable weather there will be a large crop in this section. A great deal of fall plowing is being done now, and more tractors are being used for plowing this summer than ever before. There will no doubt be a very large acreage of wheat sown in this country.—R. B. Waltermire, sec'y, Board of Trade.

Hastings, Neb., July 30.—I have made 3 trips from this city, by auto, in the past few weeks, and the country certainly looks fine. Such wheat probably has never been raised in the portion of Kansas that I came thru. We leave Hastings going south to Superior, east to Concordia, south again to Minneapolis, Kan., south to Salina, thru Lindsborg, McPherson, and Wichita, then east to Coffeyville, thru Wellington, Augusta, Sedan, Winfield, Fredonia, Neodesha, Emporia, Abilene, etc., and leaving Coffeyville, go south to Tulsa, Okla., thru Bartlesville, Ramona, Vera, Collinsville, etc. This is all farming country and crops are fine. Corn is not hurt and is getting nice rains every day. I understand, however, that south of Tulsa the corn is burned up, especially around McAlester.—Fred W. Elder.

Topeka, Kan., July 24.—Should present indications be borne out with the remaining 78% of the crop yet to be threshed the winter wheat yield will aggregate approximately 102,000,000 bus. The average yield for the state, 15.1 bus. per acre, is greater than the prospective acre yield of 14.66 bus. reported a month ago. Earlier estimates of slightly more than 7 million acres to be devoted to corn were too high. The present official data, practically complete for the state, show that Kansas actually planted approximately 6,318,000 acres. The average condition on this, based on 100 as representing satisfactory growth and development, is 75.6%, a decline of 6.4 points from the report of a month ago, when the average was 82, but 24.2 points higher than the condition



of the state's corn crop in July last year. Dry, hot weather is the cause of the decreased prospect since June 15. Continued unfavorable weather has caused further depreciation in the oats crop, and this along with a deduction of 65,000 acres in accord with official assessors returns, account for the decrease of 16½ million bus. in the prospective yield of 71,500,000 bus. indicated a month ago. The estimate now is for a probable crop of 55,000,000 bus., or an average of 22.8 bus. per acre, as against last month's prospect of 28.9 bus. Reported acre yields in a few of the more prominent oats growing counties, mostly in the south and southeast, are holding up well to earlier estimates. In many counties in the western half of the state much oats was cut for hay and feed. The extreme heat and lack of moisture during the dough or milk stages, which affected spring grains generally, seriously damaged barley and the promise now is that the state's crop will amount to about 7,190,000 bus., or a loss of fully 10 million bus. from the prospective yield reported thirty days ago. The acre yield of 23.4 bus. indicated a month ago is decreased to 11.3 bus. now, and, as with oats, much barley has been cut for hay and feed.—J. C. Mohler, sec'y, state board of agriculture.

## MICHIGAN.

Lansing, Mich., Aug. 5.—The average yield of oats in the state is 36.6 bus., indicating production of about 48,770,708 bus. Average yield of rye is 12.38 bus., indicating production of 4,210,995 bus. Condition of corn is 80% of an average, compared with 71% one year ago.—Coleman C. Vaughan, sec'y of state.

## MINNESOTA.

Bricelyn, Minn., Aug. 6.—Barley and oats are fine.—A. L. Olson.

Westport, Minn., Aug. 7.—We have one of the best crops we have had for years.—O. E. Krueger, agt., Monarch Elvtr. Co. Browns Valley, Minn., Aug. 7.—Crops are good and corn will be fine if warm weather continues.—F. A. Monroe, mgr., Browns Valley Farmers Elvtr. Co.

Thief River Falls, Minn., July 27.—The outlook for crops is good so far, and the indications are, if nothing happens to them, that what this neck of the woods produces alone, will add materially to "the blow to the Kaiser."—X.

Wirock, Minn., Aug. 8.—Crops around here are fine. Some fields are bringing as high as 55 bus. of oats, and 30 bus. of barley per acre. Corn can't be better. Everything looks fine.—H. M. Vander Graff, mgr., Farmers Elvtr. Co.

Minneapolis, Minn., Aug. 7.—Owing to rains barley and oats will be somewhat stained. Temperatures have been high, but no damage is reported in this territory. The season is from one to two weeks earlier than usual which is fortunate, as most of the grain was so far advanced that it escaped black rust, which has been quite prevalent in many places. South Dakota and Minnesota threshing returns show big yields of wheat as well as coarse grain. The weather has been excellent for corn, which is making fine headway. The quality of the new wheat, however, is fine and of heavy weight. Montana will probably have little barley this year. The early oats will likely show considerable stain, because of rains. It is probable that the general quality of oats will not be up to the standard of last year, when they were so good. Western North Dakota and Montana oat crops are light and these sections will require a considerable volume shipped in. Rains at the right time helped rye to fill and while the stand was thin in places, the heads were large.—Van Dusen Harrington Co.

## MISSOURI.

Salem, Mo., Aug. 2.—The prospect for a good corn crop is not encouraging because of the present dry weather. Twenty miles south the crop is excellent.—A. E. Dye.

## MONTANA.

Cut Bank, Mont., July 30.—Crops are a failure here.—Richard Teslow, Minneapolis.

Barber, Mont., July 24.—Up to the present writing, crop prospects are very encouraging. Believe I would be safe in putting an estimate on the amount of grain we will handle at 150,000 bus. We are troubled enough so that it will be noticeable, with smut. We consider ourselves very fortunate in getting a crop, and from what I can learn the greater portion of the Montana crop is very nearly nil.—W. A. Clark, mgr., Farmers Elvtr. Co., of Barber.

Ronan, Mont., Aug. 1.—Winter wheat yield is estimated at 10 bus. per acre on an average, or on 25,000 acres—250,000 bus. Twenty thousand acres of irrigated spring wheat is estimated at 12 bus., or 240,000 bus. Dry land spring wheat is estimated at 70,000 acres at 4 bus. per acre, or 280,000 bus. Total yield of wheat estimated at 770,000 bus. These estimates are made after careful survey during the closing days of the month, and are somewhat lower than predictions made a week or ten days previous. Oats will make about 25% crop excepting where irrigated.—Stanley Searce, W. T. Giese, mgr., Grain Dept.

## NEBRASKA.

Hampton, Neb., Aug. 6.—We are having very dry weather here, and corn is about all gone.—Hampton Elvtr. Co., Gus Eberhard, mgr.

Lawrence, Neb., Aug. 7.—Our wheat crop averaged about 11 bus. per acre. Corn badly damaged; will not have over 25% of a crop.—Farmers Union Elvtr. Co.

Byron, Neb., July 24.—Wheat yield small, about 10 bus. per acre. It was damaged by excessive heat about time it was maturing.—Byron Farmers Elvtr. Co., W. H. Dick, Jr., mgr.

Rogers, Neb., July 20.—Quite a lot of wheat sown last fall, but most of it winter killed. Spring wheat will be a light crop and the oat crop will also be light on account of the extreme hot and dry weather in June. Corn looking fine, but is badly in need of rain.—L. C. Gerriets.

Red Cloud, Neb., Aug. 5.—Wheat is making 10 to 15 bus. and is somewhat shriveled but of good quality. Fine prospect for corn if rain comes soon. Very hot and dry the last week. Indications are that there will be a large acreage of wheat put out this fall.—Amboy Mfg. & Elvtr. Co., J. S. Frisbie.

## NORTH DAKOTA.

Adrian, N. D., Aug. 6.—About 60% of our territory was hailed out July 21.—Jas. Hayes.

Overly, N. D., Aug. 5.—All grain crops in fine condition with the exception of rye, which is rather thin, but filling good. All grain late on account of cold spring.—Emil I. Onstad, mgr., Farmers Elvtr. Co.

Karlsruhe, N. D., Aug. 6.—Some time ago we had a wonderful improvement in conditions at this station, due to a good rain, which was general thruout the northwestern counties of the state. Crops looked to us like a total failure here, but prospects now are for a return of seed back on wheat, and 10 to 12 bus. rye to an acre. Large improvement in pasture.—Lybeck Grain Co.

## OHIO.

Anderson, O., Aug. 8.—Corn very fine stand. prospect for average crops, but needs rain now.—Anderson & Bro.

Columbus, O., Aug. 1.—Prospects of wheat compared with average yield, 115%; last year, 120%. Oats, 109%; last year, 119%; Corn, 85%; last year, 92%; Buckwheat, 99%; last year, 111%. The average yield of wheat per acre for the State as a whole will be approximately 19.2 bus. or 115% in comparison with an average

yield of 16.5 bus. per acre represented by 100%. This should produce 36,443,968 bus., an increase of 2,367,358 bus. or 7% over the July estimate. The prospective yield varies greatly over the state. In the Northwest section all counties report over 100% having an average of 130%. The following are the leading counties of the section, also of the state: Hardin, 152%; Marion, 145%; Allen, 144%; Crawford, 143%; Auglaize, 143%; Wood, 141%; and Mercer, 140%. These counties have an estimated average of 24 bus. per acre. In the Northeast section all counties report over 100%, except Carroll, Erie, Jefferson, Lake and Tuscarawas, having an estimated average for the section of 113%. The Southwest section has an estimated average of 116%, all counties reporting over 100%. In the Southeast section only four counties, Belmont, Fairfield, Licking and Morgan, report 100% or over, having an estimated average for the section of 94%. As stated in July report the threshers returns are liable to increase the average production per acre to 20 bus., or more. Quality compared with an average, 99%. Average date of harvest, July 4, which is 11 days earlier than last year. Oats shows an increase of 6% in prospect compared with one month ago, being now reported at 109% compared with an average yield of 37 bus. per acre represented by 100%. The area sown is estimated at 1,618,431 acres and from present prospect should produce an average of 43 bus. per acre, or about 69,809,196 bus. The following is the report by sections: Northeast, 112%; southeast, 94%; northwest, 120%; southwest, 106%. Corn prospects have declined 5 points since report of one month ago, being now estimated at 85% compared with an average. The frost the latter part of June and the cool weather the greater part of July are responsible for the decline in condition. The damage by frost is reported at 3%. Rain is needed badly.—N. E. Shaw, sec'y, Ohio State Board of Agriculture.

## OKLAHOMA.

Chicago, Ill., Aug. 1.—Owing to drought and hot winds, corn thruout Oklahoma has been practically destroyed, and there will be but little production, except in the lowlands. Broom corn in the southern central section has been damaged at least 50% by drought, and in portions of the southwestern section about 75%, but in the northwestern section it is still in good condition. Kafir corn, milo maize and other feed crops are suffering for want of rain, and in scattered sections are being damaged on account of dry weather, but rain in the near future would bring same out in good shape. Alfalfa thruout the state is being damaged and needs rain.—S. H. Johnson, freight traffic mgr., Rock Island Lines.

Oklahoma City, Okla., Aug. 1.—The growing condition of corn is 39%. Condition last month was 80%, and on same date one year ago the condition was 49%. During the past month the corn crop has decreased 41%. This heavy damage has been caused by continued dry weather and hot winds. The most favorable prospects exist in the extreme northwestern and southeastern parts of the state, where good rains have been reported during the past 30 days. In the southwestern and western parts of the state the crop is almost an entire failure. Of the total acreage planted to corn 37% has been abandoned, as compared with an abandonment of 27% on the same date last year. The condition of soil as regards moisture is 42%. Last month the condition was 65% and on the same date one year ago the moisture condition was 53%.—Oklahoma State Board of Agriculture, Frank M. Gault, pres.

## PENNSYLVANIA.

Towanda, Pa., Aug. 5.—Oats are no good in this section. Wheat is fair.—Rundell & Co., Ed. Rundell.

## SOUTH DAKOTA.

Roswell, S. D., July 27.—Crops are good.—Roswell Farmers Elvtr. Co.



Peever, S. D., Aug. 5.—Crops are looking good.—Theo. N. Thone, mgr., Farmers Co-operative Co., of Peever.

Canastota, S. D., July 24.—All small grain extra good; some black rust on wheat, but came too late to hurt much. Corn good for this time of year. Plenty of moisture.—E. O. Doak.

Wall, S. D., Aug. 8.—There was a larger acreage of wheat and rye put in the last year than since 1911 when the country was new. Mostly winter wheat is grown here. As we have plenty of moisture the farmers are preparing another large crop for next year. The conditions could not be better.—John F. Harneden, mgr., G. W. Van Dusen & Co.

#### TEXAS.

Galveston, Tex.—Galveston received during the 12 months, ending June 30, 1918: Wheat, 2,142,646 bus.; corn, 4,008,684 bus.; barley, 3,292,626 bus.; rye, 338,994 bus.; oats, none. Compared with June 30, 1917: Wheat, 22,003,068 bus.; corn, 257,142 bus.; barley, 48,113 bus.; rye, none; oats, 929,350 bus.—H. A. Wickstrom, chief inspector, Galveston Cotton Exchange and Board of Trade, Grain Inspection Dep't.

#### UTAH.

Salt Lake City, Utah, July 22.—Crop prospects for Utah are fine. Production about 7,200,000 bus. wheat.—Globe Grain & Mfg. Co.

#### WISCONSIN.

Appleton, Wis., Aug. 6.—Farmers report grain as never being better. Wheat the best it has been in 30 years.—Willy & Co.

Barron, Wis., July 25.—Crops are all looking fine with prospects of a bumper crop.—F. B. Cuthbert, agt., Osceola Mill & Elevtr. Co.

New Richmond, Wis., Aug. 3.—Grain of all kinds, with the exception of rye, is a good crop.—J. E. Gallagher Grain Co., J. E. Gallagher, mgr.

### Government Crop Report.

Washington, D. C., Aug. 8.—The crop reporting board of the Bureau of Crop Estimates, makes the following estimates:

Crop.	Total production in millions of bush.		Yield per acre, bush.	
	1918.	1917.	1918.	1917.
Rye	.....	.....	60.1	14.1
Buckwheat	88.6	92.2	20.6	17.5
Flax	70.6	60.6	14.8	8.5
Rice	85.7	85.0	41.6	36.3
Hay, tons	82.3	84.6	99.3	94.9

#### WINTER WHEAT.

Crop.	Total production in thousands of bushels.		Yield per acre, bush.	
	1918.*	1917.	1918.*	Ave.
New York	7,612	8,385	17.5	20.6
Penn.	24,718	24,482	17.0	17.5
Maryland	10,850	11,475	15.5	16.3
Virginia	17,376	17,920	12.0	12.8
N. Caro.	8,662	9,765	7.5	10.6
Ohio	38,722	41,140	19.0	16.4
Indiana	54,999	33,392	21.0	15.4
Illinois	54,266	30,400	21.5	15.6
Michigan	9,295	15,210	13.0	17.4
Iowa	8,180	2,975	20.5	20.9
Missouri	48,951	27,540	17.2	13.7
Nebraska	35,262	7,164	12.5	17.4
Kansas	92,874	45,670	13.8	13.8
Kentucky	12,129	9,000	13.0	12.1
Tennessee	8,230	4,330	10.0	11.1
Texas	8,920	16,200	10.0	12.8
Oklahoma	32,638	35,650	12.5	12.3
Montana	8,184	7,865	12.0	12.4
Colorado	7,095	7,728	16.5	12.3
Utah	4,422	3,220	18.5	21.8
Idaho	6,380	5,580	22.0	26.9
Wash.	9,424	10,858	23.5	25.5
Oregon	10,469	8,400	19.0	22.7
Cal.	6,240	7,425	15.0	16.4
U. S.	555,725	418,070	15.3	15.7

\*Preliminary estimate. †Nine-year average.

#### SPRING WHEAT.

Con- dition Aug. 1, 1918.	From Aug. 1, con- dition.	Forecast 1918.*	
		1917.	5-year average 1912-16.
Minn.	.....95	69,050	54,294
North Dak.	.....73	83,548	59,112
South Dak.	.....98	62,788	39,322
Wash.	.....55	22,144	19,730
U. S.	.....79.6	320,205	232,758

#### CORN.

Penn.	.....76	57,264	62,212	59,177
Virginia	.....85	61,974	72,275	51,548
North Caro.	.....87	60,030	60,000	54,588
Georgia	.....88	70,686	72,000	59,986
Ohio	.....79	139,255	150,100	146,065
Indiana	.....83	204,546	203,436	180,938
Illinois	.....84	377,454	418,000	336,761
Michigan	.....78	56,648	37,625	55,147
Wisconsin	.....87	65,187	42,196	59,323
Minnesota	.....97	107,379	90,000	83,335
Iowa	.....95	434,718	410,700	365,013
Missouri	.....72	185,872	252,000	171,046
S. Dak.	.....97	104,942	97,150	79,998
Nebraska	.....86	209,785	249,480	175,222
Kansas	.....60	115,366	128,184	109,483
Kentucky	.....81	106,774	122,850	95,143
Tennessee	.....79	89,620	111,150	81,705
Alabama	.....79	73,944	77,200	55,828
Miss.	.....66	62,238	58,050	58,633
La.	.....60	36,221	42,246	40,561
Texas	.....50	99,050	77,825	147,470
Okla.	.....25	24,843	33,150	73,911
Arkansas	.....56	41,968	67,200	49,350
U. S.	.....78.5	2,989,351	3,159,494	2,761,252

#### OATS.

New York	.....99	49,048	44,625	41,043
Penn.	.....97	42,488	41,125	36,538
Ohio	.....94	74,783	78,100	63,009
Indiana	.....91	69,939	76,440	55,817
Illinois	.....89	187,733	244,400	156,074
Michigan	.....90	57,450	56,575	50,906
Wis.	.....96	94,349	99,000	81,787
Minn.	.....91	122,451	120,250	109,497
Iowa	.....91	200,230	246,750	187,576
Missouri	.....83	42,994	59,200	30,705
N. Dak.	.....71	62,721	38,625	73,940
S. Dak.	.....97	70,713	65,450	53,513
Nebraska	.....56	58,377	115,444	67,002
Kansas	.....60	49,516	70,804	44,899
Texas	.....36	22,288	37,050	36,428
Okla.	.....73	32,783	26,450	24,647
Montana	.....58	19,326	13,600	23,886
U. S.	.....82.8	1,427,596	1,587,286	1,296,406

#### BARLEY.

Wis.	.....97	22,663	19,200	19,773
Minn.	.....95	41,496	37,800	34,552
Iowa	.....93	10,613	10,500	10,231
N. Dak.	.....77	35,281	22,812	32,415
S. Dak.	.....95	30,911	26,520	26,421
Kansas	.....45	9,072	7,500	5,266
Colorado	.....80	5,562	5,544	3,924
Idaho	.....91	6,962	5,510	7,330
Wash.	.....50	3,720	4,930	7,267
Oregon	.....71	4,910	5,278	4,443
Cal.	.....78	34,230	39,150	37,946
U. S.	.....82.0	231,815	208,975	201,625

\*In thousands of bushels.—I. e., 000 omitted.

The amount of oats remaining on farms Aug. 1 is estimated at 5.1 per cent of last year's crop, or about 80,504,000 bus, compared with 47,834,000 bus on August 1, 1917, and 74,119,000 the average of stocks on Aug. 1 for the five years 1912-1916.

### Oats Movement in July.

Receipts and shipments of oats at the various markets during July, compared with July, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	1,600,076	2,446,268	1,646,476	766,230
Chicago	13,521,000	7,928,000	8,099,000	6,734,000
Cincinnati, est.	201,600	.....	62,400	.....
Detroit	280,000	88,000	16,000	45,000
Duluth	29,220	12,122	84,445	79,261
Indianapolis	1,069,200	729,000	369,000	259,200
Kansas City	635,800	776,900	399,000	327,000
Milwaukee	2,990,520	1,530,760	1,968,112	1,706,269
Minneapolis	1,377,220	652,960	2,100,910	2,237,790
New York	2,362,000	4,944,000	1,196,176	4,655,601
Omaha	1,218,000	1,616,000	868,000	1,276,000
Philadelphia	1,130,357	1,710,224	843,636	1,356,070
St. Louis	2,847,125	2,197,755	2,288,520	1,814,870
San Francisco, tons	795	1,409	.....	.....
Toledo	244,600	40,800	131,900	41,500
Wichita	37,400	43,500	23,600	26,900
Winnipeg	1,439,100	7,747,000	.....	.....

## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

#### IDAHO.

Lewiston, Ida., Aug. 1.—Threshing in full blast.—Peter Muench.

#### ILLINOIS.

Yuton sta. (Bloomington p. o.), Ill.—Aug. 5.—Threshing has commenced on wheat.—Yuton Grain Co., Jas. V. Foster, mgr.

Spires sta. (Minonk p. o.), Ill., Aug. 5.—Threshing is progressing well this fine weather.—Spires Elevtr. Co., Thomas Shapland, mgr.

Springfield, Ill., Aug. 7.—Harvesting is about completed, and threshing operations continue under favorable conditions and with good yields.—Clarence J. Root, meteorologist.

Shannon, Ill., July 29.—Practically all oats are in shock. Almost all barley will be fed locally, as we have no corn and will have none until the new crop comes in.—Alfred Cram.

#### INDIANA.

Hope, Ind., Aug. 7.—Wheat threshing about done. All threshed dry.—Stafford Grain Co.

Redkey, Ind., Aug. 2.—We are having a great run of grain, especially oats these days.—D. M. McKenzie, mgr., Redkey Equity Exchange Co.

#### IOWA.

Grinnell, Ia., Aug. 3.—No corn to move.—B. E. Edwards, mgr., Farmers Elevtr. Co.

Mondamin, Ia., Aug. 2.—Threshing well underway.—Trans-Mississippi Grain Co., J. M.

Rossie, Ia., July 23.—Threshing will start next week. Harvest about over.—Rossie Elevtr. Co.

Rodney, Ia., Aug. 1.—Wheat threshing is going on here in fine shape.—Armour Grain Co., A. B. Doolittle, agt.

Belmond, Ia., July 26.—Farmers getting along fine cutting grain. Some threshing will be done next week.—J. L. Dinneen, Quaker Oats Co.

Tipton, Ia., July 26.—Threshers all ready to start, but rains every few days. Grain all in shock excepting some late oats and wheat.—W. W. Little.

Des Moines, Ia., Aug. 6.—Threshing is 50 to 75% completed in the southern half of the state, and in full progress in the north. Wheat is being hauled to market direct from the machines.—Charles D. Reed, meteorologist.

#### KANSAS.

Sublette, Kan., Aug. 5.—Threshing just commenced.—Hugoton E. & W. Co., Geo. E. Linderman, local mgr.

St. John, Kan., Aug. 5.—Farmers moving wheat freely. Car shortage acute.—

### Barley Movement in July.

Receipts and shipments of barley at the various markets during July, compared with July, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	18,973	352,147	.....	328,132
Chicago	475,000	823,000	109,000	221,000
Detroit	4,000	.....	.....	.....
Duluth	43,335	37,212	71,389	58,407
Kansas City	1,500	9,000	7,800	7,800
Milwaukee	126,990	407,550	195,990	135,700
Minneapolis	289,230	504,400	491,140	772,720
New York	501,450	1,366,800	816,924	3,981,000
Omaha	18,000	33,600	16,200	11,200
Philadelphia	3,750	5,598	199,394	.....
St. Louis	11,223	27,200	.....	8,200
San Francisco, tons	5,030	7,148	.....	.....
Winnipeg	200,200	556,000	.....	.....



Farmers Grain & Coal Co., James Fitzgerald, sec'y.

Lincoln, Kan., July 29.—This country will not ship very much wheat out as some districts will have to ship in seed.—Lincoln County Farmers Union Business Ass'n, J. W. Wilson, mgr.

Wichita, Kan., Aug. 1.—Fully 50% of the wheat has been threshed in this section, and the farmers are marketing their wheat as fast they can find time to haul it to market.—R. B. Waltermire, sec'y, Board of Trade.

## MICHIGAN.

Lansing, Mich., Aug. 5.—The estimated number of bushels of wheat marketed and used by farmers during the 11 months ending June 30 was 12,000,000, and it is quite evident that the 1917 crop has been disposed of by the growers. Grain threshed in the state up to and including July 27 was as follows: Winter wheat, 729,351 bus.; spring wheat, 4,637 bus.; rye, 226,053 bus.; and oats, 67,258 bus.—Coleman C. Vaughan, sec'y of state.

## MINNESOTA.

Bricelyn, Minn., Aug. 6.—The grain harvest is about completed and threshing has begun.—A. L. Olson.

Minneapolis, Minn., Aug. 7.—General harvesting conditions in the northwest have been quite satisfactory, but there have been delays due to rains the past week. Many farmers, who had intended threshing from the shock, must now stack their grain, and it will probably delay the movement of early grain. South Dakota and Minnesota have harvested some of the finest crops in their history. There have not been many cars of new wheat on the market, due to the delay by wet weather in threshing. Under the present conditions it is not desirable to thresh from the shock, as the wheat being damp, and not thoroughly cured, gets out of condition easily. Nearly all barley in Minnesota, South Dakota, and southern North Dakota has been cut. Some of the cars from southern Minnesota and South Dakota, which have arrived on the market have a plump berry, but considerably stained. Reports from the country advise that the present price around \$1 is generally satisfactory to farmers because of their yields. Few cars of oats have been shipped due to the delay in threshing. Threshing returns especially in North Dakota, show that rye is turning out better than anticipated. There will probably be an early movement of rye and good prices are being offered.—Van Dusen Harrington Co.

## MONTANA.

Barber, Mont., July 24.—Cutting of wheat has started, but it will not be in full swing for another 10 days.—W. A. Clark, mgr., Farmers Elvtr. Co., of Barber.

## NEBRASKA.

Rogers, Neb., July 20.—There will not be much winter wheat marketed here this year.—L. C. Gerriets.

Byron, Neb., July 24.—Wheat movement about 1 carload a day.—Byron Farmers Elvtr. Co., W. H. Dick, Jr., mgr.

Tekamah, Neb., Aug. 3.—Farmers are hauling wheat as fast as it is threshed.—D. J. Gammel, mgr., Farmers G. & L. S. Ass'n.

## Rye Movement in July.

Receipts and shipments of rye at the various markets during July, compared with July, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	54,726	149,045	.....	117,006
Chicago	171,000	105,000	.....	57,000
Cincinnati, est.	25,300	.....	3,300	.....
Detroit	.....	5,000	.....	10,000
Duluth	16	1,119	.....	1,385
Indianapolis	91,250	5,000	1,250	.....
Kansas City	11,000	16,500	13,200	8,800
Milwaukee	22,950	61,495	12,039	67,650
Minneapolis	107,860	97,000	123,390	63,320
New York	61,250	116,250	93,624	189,414
Omaha	20,900	15,400	4,430	6,600
Philadelphia	15,075	17,024	47,432	8,571
St. Louis	25,717	16,660	3,100	8,460
Toledo	7,800	.....	5,100	1,100
Wichita	2,500	.....	2,500	.....
Winnipeg	2,000	.....	.....	.....

## NORTH DAKOTA.

Overly, N. D., Aug. 5.—Rye harvesting just commencing.—Emil I. Onstad, mgr., Farmers Elvtr. Co.

## OHIO.

Anderson, O., Aug. 8.—Wheat about all threshed from shock. Grain cars sufficient to move stuff promptly.—Anderson & Bro.

## SOUTH DAKOTA.

Canastota, S. D., July 24.—Small grain harvest in full swing.—E. O. Doak.

Peever, S. D., Aug. 5.—Threshing will start next Monday.—Theo. N. Thone, mgr., Farmers Co-operative Co., of Peever.

Wall, S. D., Aug. 8.—There will be more rye and wheat shipped out of here this year than ever before.—John F. Harnden, mgr., G. W. Van Dusen & Co.

## WISCONSIN.

Appleton, Wis., Aug. 6.—Grain is being cut.—Willy & Co.

New Richmond, Wis., Aug. 3.—Harvest is all done and shock threshing will commence by the 6th.—J. E. Gallagher Grain Co., J. E. Gallagher, mgr.

## Wheat Movement in July.

Receipts and shipments of wheat at the various markets during July, compared with July, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	1,195,460	1,570,777	147,072	1,254,189
Chicago	6,596,000	999,000	1,405,000	915,000
Cincinnati, est.	1,411,475	.....	473,000	.....
Detroit	126,000	78,000	.....	49,000
Duluth	9,827	514,721	2,463	455,854
Indianapolis	2,303,750	136,250	742,500	16,250
Kansas City	14,535,450	3,847,500	5,478,300	1,057,050
Milwaukee	94,900	214,524	14,228	37,751
Minneapolis	2,646,530	2,628,690	311,500	2,041,550
New York	429,800	2,722,200	28,545	5,924,631
Omaha	2,904,000	165,600	813,600	139,200
Philadelphia	719,890	1,747,649	15,660	1,904,059
St. Louis	8,613,101	2,114,335	2,971,450	1,070,000
San Francisco, tons.	24,919	4,478	.....	.....
Toledo	1,119,200	84,600	43,600	33,400
Wichita	3,634,400	1,757,200	2,312,000	1,267,200
Winnipeg	1,019,200	10,136,000	.....	.....

## Corn Movement in July.

Receipts and shipments of corn at the various markets during July, compared with July, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	175,736	2,526,613	.....	455,040
Chicago	10,007,000	5,310,000	3,051,000	3,846,000
Cincinnati, est.	328,900	.....	184,800	.....
Detroit	225,000	48,000	17,000	28,000
Indianapolis	1,643,750	1,302,500	611,250	527,500
Kansas City	1,378,750	591,250	1,196,250	418,750
Milwaukee	930,900	1,027,440	524,953	854,075
Minneapolis	669,340	242,810	538,020	167,100
New York	368,200	2,516,000	422,878	1,675,697
Omaha	2,723,000	3,662,400	2,200,800	3,771,800
Philadelphia	57,941	790,432	337,762	245,857
St. Louis	1,487,556	1,711,332	721,830	1,263,940
San Francisco, tons.	618	746	.....	.....
Toledo	211,500	82,800	128,100	13,500
Wichita	90,000	328,000	47,000	23,500

AN EXPERIMENT in soil treatment by the University of Illinois showed the following production of wheat per acre under the various systems of treatment mentioned: no treatment, 8.8 bus.; farm manure, 15.8 bus.; manure and limestone, 22.7 bus.; manure, limestone and rock phosphate, 33.4 bus.; crop residues, 13.2 bus.; residues and limestone, 30.5 bus.; residues, limestone and rock phosphate, 36.1 bus.; residues, limestone, phosphate and kainit, 38.8 bus.

## Salt Will Not Save Wet Corn.

It will be remembered that last fall, when so much difficulty was being experienced with wet corn, a great deal was printed in the general press, as well as in agricultural papers, about the use of salt with ear corn in cribs to dry the corn.

At De Kalb, Ill., an experiment to determine the value of the salt treatment was conducted by W. L. Burlison, of the University of Illinois. Two cribs were filled with soft corn, the corn being first thoroughly mixed in wagons and half of each wagon load going into each crib to assure getting exactly the same quality of corn in each. It was put in the latter part of December. Both cribs were of the open side type, with suitable covers, and each had a ventilator. The moisture content of the corn ran from slightly less than 30% up to 60%.

Salt was added to the corn in one crib in the quantity of about 8 pounds of salt to 50 bus. of corn. No salt was placed in the other crib.

The cribs were opened June 2, and it is said that one who was not informed could not have told which crib had received the salt treatment, for the corn all looked alike and there was practically the same amount of spoiled corn in each. The ventilators seemed to accomplish more good than the salt.

The results of this experiment support the conclusion of the majority of observers that there is no way to save wet corn but to dry it. Cribs must be properly ventilated, and a drier is almost a necessary part of the elevator equipment in corn growing sections.

SPACE of 18 inches may be left between the top of shelled corn and the eaves of the car in carload shipments subject to inspection under the Grain Standards Act. This space is to permit of the necessary sampling, and modifies the instructions previously issued requiring that 30 inches be allowed between the grain and the top of the car. The new ruling applies to shelled corn only.

A DECREE published in the Gazzetta Ufficiale of May 23 provided that the Italian Government shall proceed to requisition the 1918 harvest of wheat, barley and rye. There are excepted from requisition the quantities necessary to the person entitled to them (a) for sowing for the agrarian year 1918-19, and (b) for food for his family, for his agricultural laborers, and employees at a fixed salary, to whom food or payment in kind must be supplied. A declaration of the yield must be made upon a special form, giving the following information: (a) Commune where the properties are; (b) locality or denomination of the same; (c) quantity of cereals expressed in quantities (dividing the wheat into soft, semihard, and hard); (d) quantity necessary for the sowing; (e) number of members of the family actually living together of over two years of age, and number of agricultural laborers and workers with fixed salaries; (f) place or storehouse where deposited; (g) surname, name, and address of the declarant.

## Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
Tot. July 1-June 29.	118,054,000	283,401,000	33,226,000	54,074,000	132,498,000	120,160,000
July 6.	539,000	4,399,000	910,000	420,000	2,187,000	4,799,000
July 13.	382,000	8,107,000	731,000	927,000	1,841,000	2,351,000
July 20.	144,000	4,964,000	571,000	936,000	2,482,000	3,800,000
July 27.	413,000	2,424,000	103,000	1,802,000	2,581,000	3,296,000
Aug. 3.	543,000	4,757,000	219,000	833,000	2,614,000	3,684,000
Totals	2,021,000	24,651,000	2,534,000	4,418,000	11,705,000	17,930,000



## Michigan Dealers Annual Meeting.

The 17th annual convention of the Michigan Hay & Grain Ass'n was called to order at 2:10 p. m., Aug. 8, by Pres. T. J. Hubbard of Mt. Pleasant in the roof garden of the Tuller Hotel at Detroit with about 80 present.

Frank T. Caughey of Detroit welcomed the dealers. "When you come to Detroit you come to your home town. You will find ginger ale, lemonade, 2 kinds of pop, soda water and near beer, but so far you can't get a kick if you drink a barrel."

A. J. Carpenter of Battle Creek responded on behalf of the Ass'n.

Pres. Hubbard read the report of the Board of Directors, from which we take the following:

### Directors' Report.

In the conservation of food the American people have displayed that spirit of patriotism for which they have ever been noted. France has one man in the field for every 7 of her population and when we have one in the field for every 7 we will have an army of 14,000,000.

Our able Sec'y, J. C. Graham, has been constantly on the alert to secure relief from embargoes, and get adjustments of rates. About the only thing that can be done since the advent of government operation is to have Mr. Graham watch unfair discrimination. Hay being a bulky commodity hay shippers are now liable to suffer from congestions.

Last fall a permanent com'te of 53 men was organized which got the government to adopt the National Hay Ass'n grades, and recently the Feed and Forage Division made a grade of "Mixed Hay" to permit  $\frac{1}{2}$  to  $\frac{1}{2}$  grass.

C. E. Noyes of Jackson and J. M. Coup of Saginaw were appointed and with your president attended the meeting at Toledo Dec. 10 on changes in government grades of wheat and corn.

At certain cantonnments government inspectors were refusing No. 2 timothy hay containing  $\frac{1}{4}$  grass, as allowed under the National Ass'n rules, involving the shipper in heavy losses. I got in touch with Mr. Taylor, sec'y, and Mr. Clark, pres. of the National Ass'n, and with J. L. Dexter of Detroit, W. I. Biles of Saginaw, Todd of Owosso, F. Young of Lansing, Defoe and Van Dusen of Sandusky, Irwin of Gaines and Kirby of Corunna and your president, we secured an agreement from Mr. Bridge to notify all his inspectors to accept No. 2 timothy containing  $\frac{1}{4}$  grass at contract price, all bales below No. 2 timothy which were soured at the price of straw, any damaged bales to be thrown out. If more than 25 per cent is below grade the hay is refused outright.

Mr. Young and I watched the grading at Camp Custer 2 days and had the inspector removed and Mr. Newell from Pittsford, of 15 or more years' experience appointed, since which time no complaints have been registered. I warn you all against loading off-grade hay on government orders.

The co-operation of our able secretary and the directors has helped to make my work as president a pleasure in more ways than one.

Let each member leaving the convention today go home with the one idea of sending in to the Sec'y within 30 days the application of at least one new member. In order to have sufficient funds your board of directors at their meeting last night decided to make the dues for the coming year \$7. We have one of the largest crops of grain, hay, beans, etc., to handle this year which we have ever known and which must be handled under abnormal conditions, therefore there never was a time when the Ass'n could do you and me as much good as during the next 12 months.

Pres. Hubbard appointed W. I. Biles, Harry Northway and Mr. Kent of Marion as the nominating com'te. As auditing com'te he named Dexter, Bunting and Kerr.

Sec'y J. C. Graham had no lengthy report prepared. He stated that 140 members were in good standing and all bills paid.

"Last year it seemed almost impossible to get freight rate adjustments. We now have a tentative com'te in this territory to which we can take our troubles, composed of Mr. Griswold and Mr. Finley,

railroad officials, and Mr. Wilson, traffic commissioner of the Toledo Commercial Club, which reports to the general com'te at New York, so we will have some representation. The Interstate Commerce Commission is the court of last resort.

"A howl went up against the abolishment of transit and reconsignment privileges and their cancellation has not been effected. The second matter in which we are directly interested is the proposed requirement that on order notify shipments the notify party be a local resident. The railroad administration is doing all it can to discourage reshipment.

"The Ass'n is in splendid shape. The members are co-operating in a way they have not for 7 or 8 years."

Mr. Graham read the minutes of the 16th annual meeting.

Pres. Hubbard appointed a com'te on resolutions composed of Frank Young, C. E. Noyes and A. J. Carpenter.

Albert Todd, treas. of Owosso, reported receipts during the year of \$923.50, which with the balance on hand July 30, 1917, made a total of \$1,085. Disbursements \$979.39, leaving a balance of \$105.61.

H. C. Irwin of the Food Administration, Philadelphia, could not be present, and sent Mr. Lersch from his office, who outlined the methods of handling the 1918 wheat crop, quoting the department's circular which was published in the Journal July 25, page 133.

Mr. Hubbard: In the last 60 days the question has been raised as to margin allowed for handling. How much are we supposed to pay the farmer after deducting the freight rate and the government charge?

Mr. Lersch: The country buyer ought to have 6 to 8 cents. You are safe in making 8 cents your maximum.

Mr. Collins of Cincinnati: Grain is graded at Detroit by a federal licensed inspector, but no appeal can be taken under the federal rules on an intrastate shipment. How can the shipper get an appeal?

Oscar F. Phillips, federal supervisor at Chicago: If the shipper or his commission merchant will make a bonafide offer to a party in some other state he will have the right to appeal.

Mr. Lersch: From the Philadelphia net price for No. 2 red of \$2.36 net, deducting 14c freight, 2.3c commission,  $\frac{3}{4}$  cent elevation, \$1.25 interest on money, and allowing 8 cents for shrinkage, loss in transit, cost of doing business and war tax there remains \$2.09 to pay the farmer for No. 2 red.

Chas. Quinn: I have heard all the food administration officials, and Mr. Lersch is the first one to state what a reasonable margin is, that it is 8 cents. Others would not commit themselves further than to state it should be "reasonable."

O. F. Phillips: Inspection departments have been handicapped by men being drafted into the army.

Federal supervision is not federal inspection as so many of you have been led to believe. Our authority extends only to revoking the licenses of the inspectors.

To appeal, the commission man deposits \$4. If the complaint is sustained the \$4 is refunded.

Samuel Walton, Pittsburgh, Pa., pres. National Hay Ass'n: We are engaged in a righteous war. The mule is the backbone of the army and the question of securing forage for them is one of serious moment. Prior to Mr. Brige's appointment there were many shippers who could not meet the government's terms.

You are permitted to make a sight draft at 80%.

C. C. Hoffman, the new weighmaster of the Detroit Board of Trade: It is my duty to inspect all scales over which sworn certificates are issued. No scale will remain absolutely accurate without some attention. You would be surprised to see the condition of the scales used by the country shipper.

We are willing to send a man to a country point in case of difference from weight at Detroit, the shipper to pay cost of trip if his scales are found incorrect, we to pay the cost if found correct.

C. E. Noyes, Jackson: The cost of handling as applied to Michigan elevators is practically an impossible proposition, the business is so diversified. Among the replies I received are: "Sorry, no figures, handle so many articles." "Average has been 3c a bushel for our 5 elevators." "See no way to even estimate the actual cost, because we handle hay, straw, coal, flour and feed. We could not run the elevator on the profit we make on grain if we handled 5 times as much." "The profits have accrued on advancing markets." "Cost does not amount to over 4c a bushel."

The cost of handling beans is four times that of grain.

John McAllister: If you do not get a profit you will not be respected by your customers. We have 300 members in our farmers co-operative elevator, and they are satisfied that I should buy from and sell to them at a profit. We can not handle wheat on 8 cents a bushel and make anything on it.

Mr. Biles: To get at the cost of handling we employed certified accountants, but the money at the end of the year did not jibe with their statements.

Mr. Young of the com'te on resolutions presented the following, which were unanimously adopted:

### RESOLUTIONS.

WHEREAS in the past many demands have been made upon shippers for complicated reports to various branches of our Government,

RESOLVED, that our sec'y be instructed to communicate with the various Departments of State who are asking for reports and suggest that it would be a relief to standardize the form of report so that the same may be filled out quickly from records such as are kept by the average country shipper.

WHEREAS the Food Administration requests and demands every grain dealer regularly engaged in handling grain, a license and the making of reports;

RESOLVED, we therefore ask that no license be issued to any person not equipped with elevator facilities, office and scale, except in such cases where elevator facilities do not exist.

RESOLVED that we renew our pledge to render every assistance possible to the Forage Department of the United States Government, of which George S. Bridge is Chairman.

RESOLVED that we recommend to the National Grain Dealers National Ass'n, and to the National Hay Ass'n, that Detroit would be a first-class place for their next convention, and that we can endorse the Detroit boys as being A-1 entertainers, and that our Michigan Ass'n would gladly aid in a convention at Detroit.

WHEREAS our Nation is now involved in the most desperate war ever known.

RESOLVED by this Convention of Michigan Hay & Grain Dealers that we heartily endorse our Government in the prosecution of this war to a victorious end, and that we pledge our heartiest support to all Departments of the Federal Government.

An additional resolution was adopted after discussion, objecting to the increase in the minimum weight on hay to 22,000 lbs. on a 38-ft. car and 25,000 lbs. on a 40-ft. car, and urging that instead of being based on the length of cars minimum weights should be based on the



\*October.



### War Affecting the Grain Trade.

RYE FLOUR is again a substitute for wheat flour, the announcement having been made recently by the Food Administration.

BY ORDER of the war trade board July 26, importation of rice for consumption in the United States after July 31 was prohibited.

O. L. POTEET's license has been revoked for refusal to accept two cars of oats shipped to him by the Clement Grain Co., of Waco, Tex.

J. R. CLYNES, M. P., has been appointed food controller of Great Britain, succeeding the late Lord Rhondda. Mr. Clynès was acting controller during Lord Rhondda's illness.

THE FOOD ADMINISTRATION recently seized 400 bus. of wheat held by a landowner near O'Fallon, Ill., and paid him the 1917 price, less \$40 expense of hauling to the elevator.

AUSTRALIA has nearly 300,000,000 bus. of wheat in store, it is said, and the Australian government has guaranteed 83c per bushel, and to this 12c has been added by the Commonwealth, making 95c to the producer.

FOR FAILING to make adjustment as directed by the Texas food administrator in a transaction with the Kemper Mill & Elevator Co. involving 4 cars of corn, the license of the Union Grain Co., Ft. Worth, Tex., has been revoked.

WAR FLOUR shipped to Great Britain from Canada, it is said, does not keep; and Britain is demanding that wheat and not flour be shipped. For this reason milling prospects in Canada are said not to be good as only the home demand is to be filled.

IN ENGLAND, it is said, the same consideration was not shown to men of the new age when the draft age limit was increased to 50 as had been shown in the cases of men between 35 and 40, apparently all men in the grain trade over 43 being in Grade 1.

SIR JOHN BEALE, vice chairman of the British Wheat Commission, has been named chairman of the Allied Food Board, consisting of the food controllers of Great Britain, France, Italy and the United States. A permanent com'te will study food supply and shipping problems.

THE LICENSE of the Farmers Hay & Grain Co., of Harriman, Tex., has been revoked by the Food Administration. It is said that the company was found guilty of the unjustifiable rejection of two carloads of potatoes and with failing to comply with directions of the Food Administrator.

APPLICATION for permits for handling wheat and other grain from points west of Pittsburgh and Parkersburg are to be made direct to the freight traffic representative instead of to the Grain Corporation at Baltimore, according to a notice issued by the Corporation July 23. The change became effective that day.

WHEAT and wheat products may not be imported into the United States except under an individual import license issued by the War Trade Board, and, accordingly, the general license heretofore issued, authorizing the importation without individual licenses of small quantities of these commodities, was revoked as of Aug. 1. The Canadian authorities have taken similar action by prohibiting the exportation from Canada into the United States of these commodities except under an individual Canadian export license.

JAMES M. ROBINSON, grain dealer and banker of Potter, Kan., was charged with having hoarded 160 lbs. of flour, concealed in bags marked chicken feed, and Fred Robertson, U. S. District Attorney at Kansas City, Mo., has recommended that his license to operate two elevators be revoked by the Food Administration.

LICENSE of the Keystone Mfg. & Warehouse Co., Denver, Colo., was suspended recently and a fine of \$200 imposed for failure to show the firm's license number on invoices; for selling grain to other wholesalers at a profit and for selling flour at a profit of \$1 to \$1.50 per barrel, whereas the Food Administration allows only 75c profit per barrel.

EXPORTATION of 1,500,000 bus. of corn to Mexico between now and November will be considered by the Dep't of State, and the War Trade Board will consider applications for licenses to export grain, according to its announcement of July 20, which states that if purchases are in considerable quantities they should be made thru the Food Administration.

MALTSTERS may not purchase any grain for malting purposes before Oct. 1, under a ruling issued July 30 by the Food Administration. This action is said to have been taken pending determination of the amount of malt required for next winter's operation, the Administration explaining that maltsters now have on hand a sufficient supply to meet their requirements until Jan. 1.

REMOVAL of restriction imposed by the Food Administration on custom or exchange milling has been recommended by the agricultural advisory com'te to the Dep't of Agriculture. It is pointed out that the present crop prospect renders the situation less acute than it was when the rule was adopted requiring that the farmer be permitted only a 30-day supply for his family's needs.

THE NET PROFIT accruing to the Indian government in the purchase and sale of wheat in 1915 and 1916 was £173,826, or 6 shillings and 6 pence per ton. Nine firms were appointed to purchase the wheat and sell it in the United Kingdom at controlled profits. Of the ships which brought the wheat to England, one was destroyed by a German submarine and one was wrecked thru grounding.

CHARGES that George Q. Moon & Co., of Binghamton, N. Y., ground more than their allotment of wheat and made incorrect reports to the Food Administration were heard recently by State Food Administrator Charles R. Tremain. The company denied that the allegations of incorrect reports is true; and contended that it was following the Administration's rulings as to the grinding of its allotment.

COUNTRY elevators will not be allowed a storage charge unless they should be designated as a depository for government grain. Upon proper application to this office, we will consider the request of an elevator to carry grain for the Corporation, ownership being invested in us. At the present time, however, it is not our intention to avail ourselves of local country storage. Our policy will be first to fill up the terminal houses where the grain will be more available, and when their facilities are fully utilized, to take up the matter of interior points like Lawrence, Hutchinson, Topeka, etc. Then, if the necessity becomes apparent, and the movement of wheat justifies it, we may later ask for strictly local storage at country points.—D. F. Piazsek, agent Food Administration, Kansas City, Mo.

UNDER the rules of the Grain Corporation, millers and others are prohibited from carrying more than a 30 days' supply of wheat without first receiving a permit. Each miller and grain dealer that finds it necessary to carry wheat longer than 30 days should get in touch with the food administrator of his zone as quickly as he finds a permit necessary, giving him specific information as to necessities, the reason therefor and request for the permit.

A REPORT showing the number of bushels of wheat pooled and the amount paid per bushel has been submitted by the Australian Minister for Trade and Customs for the three crop years as follows: 1915-16, 162,257,000 bus., at 4s. 6d. per bu.; 1916-17, 138,678,000 bus., at 3 shillings; and 1917-18, 100,950,000 bus., at 3 shillings. The amounts paid to agents in connection with the wheat pool during the past 3 years are as follows: 1915-16, £1,931,198; 1916-17, £1,547,561; and 1917-18, £662,846.

ARRANGEMENTS have been completed by the Grain Corporation for the handling of limited quantities of wheat at Newport News, Va., at the same prices that are paid at Baltimore and the wheat will be inspected by a licensed inspector of the Baltimore Chamber of Commerce which will issue certificates. Only high grade wheat should be sent to Newport News. Permits will be issued on the approval of the Grain Corporation, Baltimore office, by the Freight Traffic Committee, Export Division, 141 Broadway, New York City.

SECTION 5 of the food control law provides: Any person who, without a license issued pursuant to this section, or whose license shall have been revoked, knowingly engages in or carries on any business for which a license is required under this section, or willfully fails or refuses to discontinue any unjust, unreasonable, discriminatory and unfair storage charge, commission, profit or practice, in accordance with the requirement of an order issued under this section, shall, upon conviction thereof, be punished by a fine not exceeding \$5,000, or by imprisonment for not more than two years, or both.

AN ADVANCE of 25c per barrel on rough rice and a proportionate advance on clean rice has been approved by the Food Administration. Head rice is advanced ¼c per pound; screenings, ⅛c; and brewers' rice not advanced. The handling of the current crop will be under the direction of the Food Administration. A com'te consisting of E. A. Eignus, sec'y-treas. of the Southern Rice Growers Ass'n; J. E. Broussard, pres. of the Rice Millers Ass'n, and J. H. Roman, district manager for the Southern Rice Growers Ass'n at New Orleans, has been appointed to take immediate charge of the handling of rough rice.

A HEAVY business in Australian wheat scrip is being done on the Sydney Exchange. This scrip is in the form of certificates issued to each farmer for his share of the pool. They could recently be bought for 11½ pence to 13¼ pence, while the guarantee value is 1 shilling, that is, the government guaranteed 4 shillings per bushel, and paid 3 shillings, the remainder being represented by the certificate. As the lowest price at which wheat is sold is 4 shillings 9 pence for local consumption, while for export it ranges as high as 6 shillings 4½ pence, purchasers of the scrip at around 1 shilling seem to have a chance to realize a good profit.



## Northwestern Dealers Meet at Helena.

The 4th annual convention of the Northwestern Grain Dealers Ass'n was held at Helena July 26.

The annual address of Pres. H. T. Goodell, of Hobson, was a resume of the history and development of the organization from its very beginning, showing results only possible through wisely directed collective effort. His utterances breathed the spirit of the members in their loyalty to government and association in their effort for betterments, with the paramount and supreme effort of early winning the war for world wide democracy. He said in part:

### President's Annual Address.

Our association has not suffered during the last year from the loss of membership, altho there have been a few who have left us, there have been many others who have taken their places. I wish to say a word to those who feel they have not been repaid for their membership with us. We are living in an age when all business must be organized and the person engaged in any trade or business that does not belong to the organization representing the protection of that business is indeed a back number and stands alone in the world.

I want to impress upon the minds of every firm engaged in the grain business in the northwest, that they should become members of this association and to those who are now members, that they should retain their membership. Avail yourself of every protection the Northwestern Grain Dealers Ass'n affords. The grain dealer who depends upon his own experiences generally pays so much for his information that he becomes bankrupt before he is informed.

More good can be accomplished by mutual co-operation than by misunderstandings and the resultant enmity and ill-will. We have passed through some trying times but in our integrity and honesty we have been broad and patriotic as well as useful. The most trying times are ahead of us.

I predict that after peace has been established, and the grain dealers as well as those engaged in other lines of business are adapting themselves to new conditions, we will have the greatest number of Socialistic measures introduced in Congress and our various State Legislatures that can possibly be imagined. The newly elected representatives, especially those from certain districts, are going to be of the opinion that everything and every business in this country as well as abroad will have to be reconstructed and regulated by the government; that they will not be doing their duty, or making a record for themselves, if they do not see to it that every other fellow's business, except their own, shall be supervised.

Even now these forces are at work in the great northwest. They dominated the politics and the policies of one of our sister states and their membership is assuming alarming proportions in some sections of our own state. The time to combat these forces is NOW and not when they have assumed control of our state and its legislative bodies.

At our last convention the Ass'n assured our government of the earnest desire of its entire membership to co-operate in every way in carrying out the measures deemed necessary by the administration for the successful termination of the present war. The response of the grain dealers to this has not only been unanimous, but commendable in every way. The loyalty of this ass'n and its members is unquestioned. Be loyal to your ass'n as well as your government.

**Profit Necessary:** The movement of this year's crop, as you all know, will require vast sums of money, which we can only hope to obtain by convincing the banker that our working margin will be sufficient to compensate for the service and risk we have to undertake. This applies equally to all branches of the grain industry from the farmer and country dealer to the exporter. It is not necessary to have a large profit but we must have a fair profit that will give us a reasonable rate of interest on the amount of money involved in the handling of the business together with a living wage.

At this time we can have only one object in view, and that the winning of this great war for world wide democracy. No man should think of mere money making; as

our nation goes further and further into this great world conflict, as the days and months go by more and more sacrifices will be demanded. Our financial wealth and our national resources will be called upon to the utmost and in many cases even life itself will be called to win this present war. Whatsoever else may happen this contest must be won, or the efforts of our forefathers in establishing this great democracy of liberty and freedom will have been in vain.

From the annual report of Sec'y-Treas. H. N. Stockett, Great Falls, we take the following:

### Secretary's Report.

The necessity for real farming is being impressed upon us more and more and the lesson will be repeated until all farming is conducted that way. We have seen in a drought year, even in the second drought year, in more places than one, a normal crop when the crops all around were failing. Real farming made that normal crop.

The value of a normal trade is greater than can be expressed. Where it exists it is appreciated and all are satisfied. One of our great efforts should be to maintain and extend that condition, for if we do not we too will be hurt by our offending brothers in the grain trade. Here too will history repeat itself with ruin and disaster until we have learned well the lesson and conduct our business in the best way. It is better to have these good things out of choice than to have them entailed or forced upon us.

Cooperating is the only means by which we can enjoy a normal trade condition. Through this collective effort trade evils are eliminated and things good to have are secured. The higher we stand in our calling the more friendly we are and the better we feel individually.

An interesting address was made by J. E. Spurling, general agent for the Great Northern Railway, Billings, Mont., who explained to the dealers the necessity for moving before the first of November everything that must be moved by rail, insofar as that is possible; and who showed them some of the ways in which they might help in the work.

Methods and suggestions were discussed for the best handling of the grain crop under the peculiar conditions existing and a committee of three appointed to draft them in form for the further consideration of the ass'n and finally to be embodied in a report to President Wilson, with the assurance of the loyalty of its members, for the better handling of the war.

Federal grades for wheat were discussed for a better understanding in regard to their uniform applications in the territory covered by the Ass'n.

It was recommended that additional safe guards be adopted and more strenuous efforts made for safety to the mills and elevators from the fire hazard, as further insuring the conservation of grain so necessary to bring about world peace. Instances were cited where clean elevators struck by lightning were not fired and only slightly damaged, while others so struck were destroyed by fire on account of combustible material laying around.

Governor Steward, of Montana, sent a message in advance of the meeting saying he was sorry that previous plans would take him out of the city at the convention time. At that time he was on a trip to the federal government at Washington, D. C., in behalf of the farmers in the drought stricken portion of the state, for means to enable them to reseed and remain on their homesteads.

The election of officers for the ensuing year resulted as follows: Pres., J. R. Swift, Lewistown, Mont.; Vice-Pres., W. T. Greely, Great Falls, Mont.; Treas., H. N. Stockett, Great Falls, Mont.

Directors for 1 year term: Stanley

Scearce, Ronan, Mont.; John McVay, Great Falls, Mont.; A. R. Thurston, Forsyth, Mont.; W. D. T. Hyde, Lewistown, Mont. Directors for 3 year term: E. J. Sandborgh, Sheridan, Wyo.; D. R. Fisher, Great Falls, Mont.; O. W. Simonson, Great Falls, Mont.; G. L. Friedlein, Lewistown, Mont. C. W. Cleveland, Great Falls, was elected a director to finish the unexpired term of J. H. Hyat, whose occupation keeps him out of territory.

At a meeting of the directors, toward the close of the business sessions of the convention, the following executive committee was elected:

D. R. Fisher, Great Falls, Mont., chairman; W. T. Greely, Great Falls, Mont.; C. W. Cleveland, Great Falls, Mont. In the same meeting, H. N. Stockett, Sec'y from the beginning of the reorganization, was reappointed to continue as heretofore.

The social affair was the banquet held in the Eddy Rose Hall in the evening. Nothing was served at the festive board that could be used to help in winning the war. J. Ralph Pickell, editor of the Rosenbaum Review, delivered his address on "Looping the World in War Time." His description of peoples and lands visited together with conditions, a knowledge of which is of such great importance at this critical period, were given with his hearers more than deeply interested from start to finish.

### Application of Export Rates.

In supplement No. 6 to tariff No. 155-D of the Erie Railroad lines, Buffalo, Salamanca, N. Y., and West thereof, and the Chicago & Erie Railroad, in connection with participating carriers named in the tariff, the following instructions are given for the application of export rates on grain, grain products and by products from Chicago, Ill., and stations on the Chicago & Erie; Erie; Lorain, Ashland & Southern; Pittsburgh, Lisbon & Western; and Youngstown & Ohio River to eastern cities reached via the Erie Despatch and other fast freight lines:

Only when shippers note on their shipping receipts that the grain is for export and consigned as hereinafter stated will it be way-billed at the net export rates currently in effect to the several Atlantic seaboard ports (see below).

\*Baltimore, Md.—When consigned to the Locust Point elevators or to the Canton elevators, or to the Canton Railroad Piers, Canton Railroad delivery, also when consigned to grain elevator of the Western Maryland R. R. at Port Covington (66-48785).

Boston, Mass. — When consigned through to a foreign destination or when consigned to Boston, Boston Jct., East Boston, South Boston or Mystic Wharf, for export, in the care of the Foreign Freight Agents representing the different roads.

New York, N. Y.—When consigned to insure delivery at ship's side, or to elevators or warehouses at tidewater having facilities for export.

Philadelphia, Pa.—When consigned to Port Richmond, Girard Point Elevators or Washington Ave., Wharf.

Shipment of Grain, in carloads, otherwise consigned, will be considered for track delivery or local distribution, and will be billed at full domestic rates.

\*Reduction.



## Seeds

GRAND RAPIDS, MICH.—The A. J. Brown Seed Co. has increased its capital stock from \$200,000 to \$700,000.

LOUISVILLE, KY.—Hardin, Hamilton & Lewman have increased their capital stock from \$50,000 to \$100,000.

HOPE, IND., Aug. 7.—Clover seed threshing just begun on mammoth and alsike. Yielding well.—Stafford Grain Co.

SAN FRANCISCO, CAL.—Receipts of beans during July were 18,146 sacks, compared with 16,662 sacks during July, 1917.

BUFFALO, N. Y.—A 1-story warehouse, 315x58 feet and to cost \$19,000, is being built by the Craver-Dickinson Seed Co.

KAFIR receipts at Kansas City during July were 39,600 bus., compared with 7,700 bus. during July, 1917. Shipments were 106,000 bus., compared with 15,000 bus. in July, 1917.

ST. PETER, MINN.—E. C. Davis, of the E. C. Davis Seed Co., has entered the government service and the business will be closed for a time until arrangements can be made for carrying it on.

CHICAGO, ILL.—The first arrival of new timothy seed was reported Aug. 6. It consisted of 16 bags, from Central Illinois, and was pure but badly hulled. It sold at \$8.50.

SAN DIEGO, CAL.—E. J. Gookins, who has been sales manager for the Germain Seed Co., of Los Angeles, on July 20 became associated with Walter Birch as a partner in the Harris Seed Co.

FILER, IDA.—The Filer Seed Co. incorporated; capital stock \$200,000; incorporators, A. H. Vogeler, Hugh W. Smith, Annie E. Vogeler, Edwin A. Vogeler of Salt Lake City, Utah, and Wilfred Olsen, of Filer.

LANSING, MICH., Aug. 1.—The condition of beans is 87% of an average, compared with 72% a year ago. Seed threshed in the state up to and including July 27 was as follows: speltz, 4,552 bus., clover seed, 2,195 bus.—Coleman C. Vaughan, sec'y of state.

THE LICENSE of the Herstein Seed Co., of Clayton, N. M., is reported to have been revoked for alleged unfair practices in regard to the purchase and distribution of pinto beans. The order applied also to the company's stores at Estancia, N. M., and Greeley, Colo.

GREAT FALLS, MONT., Aug. 5.—Crops in general are so short in this section of Montana that most of the alfalfa and timothy will be cut for hay instead of seed. The southern and southeastern parts of the state are producing a fair crop of alfalfa seed.—Barkemeyer Grain & Seed Co.

LOUISVILLE, KY.—George E. Hays, pres. of the Louisville Seed Co., has been made assistant sec'y of the Y. M. C. A. at Camp Taylor, near this place. He will give his entire time to the work, and his brother, Harvey Hays and other officers of the company will manage the seed business.

OKLAHOMA CITY, Aug. 1.—Kafir condition is 67%; milo, 66%; sorghum, 68%; alfalfa, 60%; peanuts, 73%; and broom corn, 69%; compared with, kafir, 72%; milo, 72%; sorghum, 72%; alfalfa, 63%; and peanuts, 72% on the same date last year.—Frank M. Gault, pres. state board of agriculture.

RED CLOVER, alsike clover and white clover crops 10% of former years. These crops being infected early in the spring most of the acreage was plowed up. Alfalfa, timothy, sweet clover and white blossom varieties look very promising at this time. No blue grass produced in this section.—Vogeler Seed Co., Salt Lake City, Utah.

JAMES S. HYDE, who was arrested in La Crosse, Wis., as reported in this column July 25, was sentenced to one year in the state penitentiary at Waupun, Wis. Hyde formerly was in business at Pattonsburg, Mo., where he conducted the Hyde Seed Farms. Later he traveled over the country, passing worthless checks on many seedsmen.

THE PRODUCTION of beans was forecasted July 1 by the Dep't of Agriculture for the various states as follows: New York, 1,834,000 bus.; Michigan, 3,785,000 bus.; Colorado, 2,679,000 bus.; New Mexico, 1,584,000 bus.; Arizona, 186,000 bus.; and California, 9,723,000 bus. This gives an indicated total of 19,791,000 bus., compared with 14,967,000 bus., the 1917 production.

TOPEKA, KAN., July 24.—Kafir, milo, feterita and the sweet sorghums are reported fair to good in every county, except Cherokee and Crawford, in the extreme southeastern corner, where these crops are poor. The acreage planted to broom corn is 61,837 acres, almost exactly the same as last year. Average condition is 80%.—J. C. Mohler, sec'y state board of agriculture.

LOUISVILLE, KY.—Lewis & Chambers, jobbers of seeds, have been succeeded by the Lewis Implement & Seed Co., Inc. The new firm has capital stock of \$100,000, and was incorporated by F. N. and H. H. Lewis and C. B. Allen. Sam. R. and Kirby L. Chambers have withdrawn from the firm, and have organized the Chambers Seed Co. with headquarters in the Board of Trade Building.

ALLEGING that D. M. Ferry & Co., Detroit, Mich., violated the Trade Commission Act by refusing to sell to retailers who cut prices to the public, the Federal Trade Com'n has made complaint against the company. Thirty days, or until Sept. 5, were given the company in which to make answer and to show cause why an order should not be entered requiring it to cease and desist from the violations of the law as charged.

TO INFORM seedsmen of the best methods of importing seeds, the Seeds Stocks Com'te of the Dep't of Agriculture has taken up with the War Trade Board and the U. S. Shipping Board the steps necessary to obtain government permission to make importations. An import license is required, and application blanks may be obtained from the Bureau of Imports, War Trade Board, Washington, or at its branch offices in various cities. The Seed Stocks Com'te is to advise the War Trade Board as to the importance of seeds proposed to be imported in cases of embargoes by foreign countries.

### From The Seed Trade.

CLOVER seed has bull fever. Bulls think farmers will not sell freely. Crop has some bad spots, but averages better than usual. Weather has been favorable. August is the most critical month. Fluctuations are generally greatest before the crop is made. October seed has sold the highest on record. Previous high was 15.55 last fall. March seed reached 20.10 last spring. Such a price would not be justified now before the crop is even

made. Realize on bulges. Don't be a hog. October seed has advanced four dollars from season's low point. That discounts considerable. England and France have favorable prospect. Timothy is still a case of present plenty versus prospective scarcity. Realize on bulges.—C. A. King & Co.

TIMOTHY not much in the limelight, although at times market was quite active and a fair business done in the futures. It's big brother clover had the center of the stage most of the time. Well posted people say trade must not be deceived in the future of timothy because it's slow in getting started and seems to be pegged at present level. They figure old stocks left from previous crops are in strong hands, and are willing to wait until the real factors begin to work. Fall demand is ahead, and much depends upon its size. Little help can be expected from the present crop. Farmers may not move freely what they do raise. Then it's up to the crop of old to furnish this demand. May take higher prices to bring the bulk of it out, and there may not be enough to fill all the holes. Thus reason the holders who have had faith all these months. 'Tis said a lot has been shipped out of Toledo that will make a big hole in the apparent big stocks at end of last season. A count will be made Sept. 1 of Toledo stocks. A surprise may be in store for those who felt the show windows were full. Where have shipments from here recently gone? We have a suspicion it went to seaboard and eventually will reach the other side with more to follow.—J. F. Zahm & Co.

### Seed Movement in July.

Receipts and shipments of flaxseed, timothy, clover and other grasses to and from the principal markets during July, with comparative figures for July, 1917, were as follows:

FLAXSEED.				
	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Chicago, bus.	30,000	10,000	.....	1,000
Duluth, bus.	176,839	229,992	219,243	360,857
Minneapolis, bus.	208,000	325,000	18,590	76,410
Milwaukee, lbs.	3,000	.....	.....	.....
Winnipeg, bus.	150,700	594,000	.....	.....
TIMOTHY.				
Chicago, bus.	677,000	924,000	427,000	729,000
Milwaukee, lbs.	4,702	271,710	86,860	100,300
CLOVER.				
Chicago, bus.	22,000	2,000	60,000	309,000
*New York, bags	268	1,613	.....	.....
Milwaukee, lbs.	258	461,307	69,500	21,385
OTHER GRASS SEED.				
Chicago, lbs.	540,000	868,000	357,000	96,000

\*Includes timothy and alfalfa.

### Imports and Exports of Seeds.

May imports and exports of seeds, compared with May, 1917, and for the 11 months prior to June 1, compared with the corresponding months of 1916-17, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

IMPORTS.				
	May 1918.	May 1917.	11 mos. ended May 1917-18.	1916-17.
Flaxseed, bus. ....	2,023,522	1,395,344	11,969,849	11,270,257
Castor beans, bus. ....	62,612	23,177	1,191,528	670,359
Red clover, lbs. ....	363,513	548,784	860,259	5,593,585
Other clover, lbs. ....	473,926	499,723	6,539,587	11,872,411
Other gr. seed, lbs. ....	59,436	488,129	5,886,722	8,777,481
Sugar beet, lbs. ....	605,425	68,493	15,262,867	14,469,274
EXPORTS.				
Flaxseed, bus. ....	824	29	21,423	848
Clover seed, lbs. ....	109,477	107,106	9,438,393	5,556,308
Timothy, lbs. ....	373,390	437,065	8,450,950	14,592,282
Other gr. seed, lbs. ....	108,866	339,664	3,495,607	5,037,243



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**C. B. & Q.** in 964-F cancels 964-E, names class and commodity rates between Chicago, Ill., and E. J. & E. stations. Effective Aug. 8.

**C. B. & Q.** in 3418-K cancels 3418-J, naming class and commodity rates between Chicago, Ill., and stations on the C. A. & DeK. Effective Aug. 8.

**W. T. L.** in Sup. 3 to Circular 1-N gives rules, regulations and exceptions to classifications on grain, grain products, seeds, and articles taking same rates, C. L., effective Sept. 1.

**C. B. & Q.** in 3992-K cancels 3992-J, naming class and commodity rates between Chicago and stations on the C. M. & G., and from Hawthorne, Ill., and Gibson, Ind., as shown in tariff, to stations on the C. M. & G. Effective Aug. 8.

**C. B. & Q.** in Sup. 55 to 5400-A gives minimum carload weights on broom corn, flaxseed, grain, grain products, etc., between Omaha, Neb., Sioux City, Ia., St. Joseph, Kansas City, Mo., etc. and stations on the C. B. & Q. (lines west of Missouri River) and lines named in tariff. Effective Sept. 1.

**C. B. & Q.** in Sup. 17 to 2964-C cancels Sup. 16, naming class and commodity rates between Chicago, Peoria, Ill., Winona, St. Paul, Minneapolis, Minn., etc., also stations taking same rates, as named in tariff, and stations on the St. L. & H. Ry. Effective Aug. 8, except as noted in individual items.

**A., T. & S. F.,** and associated lines, in Sup. 61 to 5588-J gives rules and regulations governing minimum weights of grain and grain products between points in Kansas, Colorado, Missouri and Oklahoma, also Superior, Neb.; and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points. Effective Sept. 1.

**A., T. & S. F.,** and associated lines, in Sup. 1 to 5655-X makes a reduction in the rate on grain and grain products, C. L., from Kansas City, St. Joseph, Mo., Atchison, Argentine, Leavenworth, Turner, Kan., when originating beyond, to Galveston, Port Bolivar and Texas City, Tex., when for export. A new rate of 25c is named, effective Aug. 3.

**C. & A.** in Sup. 11 to 1596-C gives minimum carload weights and rates on grain and grain products from stations in Ill. on its lines and the C. I. & M. and C. & N. W., also Louisiana, Mo., to Memphis, Tenn., New Orleans, La., Helena, Ark., and points in Alabama, Arkansas, Florida, Louisiana, Mississippi and Tennessee; and on grain products as described to Key West, Fla., and New Orleans, La., for export. Effective Sept. 1.

**C. & A.** in 1666-A cancels 2323-B and gives rates on grain and grain products to Kansas City, Mo., when destined to points in Arkansas, Missouri and Oklahoma, as named, as follows: from Blue Springs, Higginsville and Odessa, Mo., 6.5c per cwt., from Fulton Gilliam, Glasgow, Louisiana, Marshall, Mexico and Slater, Mo., 7.5c. Also gives regulations for the application of the rates and minimum carload weights. Effective Sept. 1.

**C., R. I. & P.** in Sup. 28 to 29329-B names minimum carload weights on grain, grain products and seeds, carloads, between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., South Omaha, Neb., St. Joseph, Mo., Sugar Creek, Mo. and stations in Missouri on the C. R. I. & P. Ry. and C. B. & Q. R. R., and stations in Illinois, Indiana, Iowa, Minnesota, Missouri, South Dakota and Wisconsin.

**C., R. I. & P.** in Sup. 37 to 10389-D gives certain rates and regulations regarding minimum carload weights on grain, grain products and seeds between St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Illinois, Iowa, Minnesota, Missouri and South Dakota, also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan., also on grain and grain products, carloads, from stations in Iowa, Minnesota and South Dakota to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to Southeastern and Carolina Territories. Effective Sept. 1.

FARMERS have been asked by the Dep't of Agriculture to sow not less than 45,000,000 acres of winter wheat this fall, an increase of 7% over the acreage sown last year. The suggestion is made that it will be possible to attain an increase of 12% if conditions are especially favorable. This is part of a plan to make the harvest of 1919 a great Liberty Wheat Harvest.

THE BRITISH GOVERNMENT is permitting British ships to be privately operated, unnecessarily, when in the direst need for national, chiefly military purposes, in order that Great Britain may hold on to her foreign trade. On the other hand, American exporters are being denied opportunity to send their products abroad, altho in the most urgent demand for foreign customers, so punctilious is our government in availing itself of every merchant ship that can be used in the danger zone that only now and then a foreign ship, or a sailer, is available. Again, the United States went into this war chiefly to help out Great Britain, whose leading statesmen have, over and over again, unhesitatingly stated that but for our participation in the war Great Britain would be beaten by the Huns.—*American Economist*, July 5.



Fred L. Beakey, U. S. Army.

## Journal Man With the Colors.

For the past 6 years F. L. Beakey, whose portrait is reproduced herewith, has talked and written to grain dealers and elevator machinery manufacturers about advertising; now he is preparing to "talk turkey" to the Huns from the business end of one of Uncle Sam's big guns in France. Which is but another way of saying that Beakey, who was in charge of advertising for the Grain Dealers Journal, is now an artilleryman and a member of the National Army.

Mr. Beakey has had a varied career, his experience having extended from laborer to court reporter. He ran away from home while still a boy and started out to make his way in the world. Several years ago he and a number of congenial spirits who had fallen in with each other started a series of wanderings that took them from one end of the country to the other, stopping long enough at a place only to exhaust whatever of interest that locality might contain; and, of course, to add enough to the treasury to permit them to move to the next chosen stopping place in proper style. One by one the members of the company dropped away and finally none of them were left to continue the carefree life.

Mr. Beakey was born in St. Marys, Kan., and on May 30, last, was married at Topeka to a young lady whom he had met when both were employed in the advertising department of the Capper Publications.

Mr. Beakey left the Journal on June 22, and on June 24 he entrained at Chicago for Camp Jackson, Columbia, S. C. When Mr. Beakey was last heard from he had not been attached to a permanent military organization; but perhaps the best way to tell about that is to use his own words. He writes, "Was examined tonight for immediate overseas service and will leave for Hoboken, N. J., some time this week. Last week they called for 16 volunteers for immediate service at the front. Having a strong desire to kick off a few of the piratical Huns, I signed up. I am on my way."

Just as tho the whole thing were a very casual matter, comparable, for instance, to telling another in the office how many pages he would need for advertising in the next issue of the Journal!

But that's the kind of a man he is; he does things for the pure love of doing them and because the things are to be done. He is anxious to get to Berlin so the world can the sooner get back to normal conditions. He has the good wishes of a host of friends in the trade and of our entire staff.

BULK handling of wheat is being introduced on English railroads because the sacks are needed at the war front in building entrenchments. Hopper bottom cars are used. Results have been satisfactory.

CONSTRUCTION of facilities for grain storage in New South Wales is progressing more rapidly than elsewhere in Australia. The wheat storage com'te last December authorized the acceptance of tenders for plants of 11,100,000 bus. capacity at a cost of \$2,427,050 and it is expected that storage for at least 7,000,000 bus. will be ready for the next wheat harvest. It has been found necessary to extend the capacity provided for in the contract to the extent of 2,100,000 bus., at an additional cost of \$389,320. Contract for terminal elevators at Glebe Island with capacity of 3,000,000 bus. has been let.



# Fort Worth a Growing Grain Market

**FORT WORTH.**—Fort Worth, the most rapidly growing city of Texas, is developing into one of the foremost grain markets. The population of the city increased 174.6% from 1900 to 1910, which is regarded by statisticians as remarkable; but the growth and development of the grain business in Texas with Fort Worth as the center has been even more remarkable. The population of the city is now about 135,000, of which the normal civilian population composes 110,000, the soldiers in Camp Bowie and the three aviation fields, Camps Baron, Carruthers, and Taliaferro, making up the remainder.

Within 150 miles of Fort Worth is 57% of the state's population, while within 298 miles there is 93.6% of the population of Texas and 92.8% of the population of Oklahoma. It is natural then that Fort Worth was picked as the railroad center of the extreme Southwest, and now it has 10 railway systems, with 18 distinct outlets. Daily 100 package cars are scheduled out of Fort Worth, and 1917 records show that 1,216,692 cars were interchanged, making the city important as an interchange point.

Fort Worth is a consequential grain supply point. All told there are now 17 elevators, with a storage capacity of 4,885,000 bus. in operation. Its 2 flour mills have a daily capacity of over 3,000 barrels. The main products purchased in Fort Worth during 1917 include \$250,000,000 livestock; \$80,000,000 cotton and \$45,000,000 grain; which indicates that the city has become one of the leading farm produce markets of the Southwest.

But Texas, with its vast prairies covered with cattle, sheep and hogs, is the greatest grain consuming market in the United States; and this vast area is supplied through Fort Worth. Feeders usually come to Fort Worth regularly to arrange for shipments of feed in carlots. The fact that there are 2 large packing houses, those of Armour & Co. and Swift & Co., located in the north suburbs of the city, makes the place a center for the livestock raisers. Livestock received in 1917 reached a total of 3,542,601 head.

Those consumers who look to Fort Worth as the market for their livestock also look to the city for supplies of feed.

## The Grain and Cotton Exchange.

The Fort Worth Grain & Cotton Exchange has a membership of 62 and an associate membership of 10. The Exchange was organized July 1, 1907 with G. C. Mountcastle as its first pres. and Kent Barber as sec. E. B. Wooten, the present sec. of the Exchange, was then assistant sec'y.

Besides having \$5,000 invested in Liberty Bonds of the first issue, the Exchange has a sinking fund which has accumulated during the last 11 years, amounting to approximately \$5,000.

Five employes are kept. In addition to the sec'y they are: J. E. Robinson, chief grain inspector; Joseph E. Pitman, assistant chief grain inspector; J. J. Turpin, sampler, and Miss Myrtle Logan, switchboard operator.

The constitution and by-laws of the exchange were amended and new officers elected last May.

The officers for 1918 are: Douglas W. King, pres.; Bert K. Smith, vice-pres.;

R. K. Whitty, treas., and E. B. Wooten, sec'y. Douglas W. King, Bert K. Smith, R. K. Whitty, Charles Little and R. I. Merrill compose the board of directors.

An arbitration com'te consisting of G. E. Cranz, C. D. Ferguson and G. E. Blewett, hears arguments arising among members of the exchange and adjusts them.

A floor and wire service com'te consisting of Tom B. Owens, R. M. Kelso and R. K. Whitty, keeps the wire service as satisfactory as is possible under present circumstances and attends to floor conditions. Tom G. Moore, Jule G. Smith and H. A. Merrill compose the grain inspection com'te and supervise the inspection department.

On appeals from inspections, R. M. Kelso, R. I. Merrill and W. W. Manning, composing the inspection appeals com'te have full jurisdiction.

A new com'te, created last May for the purpose of looking after the general welfare of the Fort Worth grain and cotton markets, and to give such publicity as they deem necessary, is composed of C. D. Ferguson, J. G. Randle and Charles Little.

A rules com'te for making and proposing to the membership such changes in the rules as are required from time to time is composed of J. A. Simons, Jr., K. U. Chadwick and T. G. Moore.

A spot cotton com'te composed of R. K. Whitty, I Brown and J. H. Mumbower meets daily and fixes the middling basis for spot cotton on the Fort Worth yards.

Jule G. Smith, Marvin C. Rall and W. W. Manning are on the traffic com'te, which deals with the rates and privileges given the Fort Worth shippers.

These various com'tes have been at work since appointment and are expected to accomplish a great deal for the up-building of the Fort Worth market.

## The Inspection Department.

The inspection department is one of the best equipped in the Southwest. It has a Brown-Duvel 6-compartment moisture tester, Boerner sampler, Emerson Kicker, official weights and measures, and the full equipment recommended by the Dep't of Agriculture for the inspection of grain, under the U. S. Grain Standards Act.

The department has been conducted in connection with the Exchange since its organization. The laboratory and chief inspector's office are located immediately behind the trading pit, which is on the third floor of the Exchange building.

The board on which are chalked the price quotations of the Chicago, Kansas City, and St. Louis grain markets, the New York, New Orleans and Liverpool cotton markets, and all Southern as well as New York spot cotton quotations is far famed for its neatness and legibility. It is the boast of the Fort Worth trader that the board kept by Sec'y Wooten is the cleanest one and with the clearest figures in existence.

## Outside Firms Have Branches.

Realizing the advantages of having a branch manager to keep in touch with the demand from Texas, many Kansas City grain firms have opened offices in Fort Worth and are building up a valu-

able business, which is growing in proportion to the size of the market itself.

The manager of a Kansas City grain house which has opened an office in Fort Worth recently remarked that it was the future which he believes Fort Worth has which caused him to locate in the market. He has been a close observer of the changes which have taken place in the Southwest during the last ten years, and makes frequent trips of inspection over the country.

It is always with a hearty welcome and sometimes with financial assistance that the Fort Worth grain dealers greet a new comer. The citizenship is so confident in the possibilities of Fort Worth as a grain market that it responds eagerly to propositions of subscribing to the capital stock of a new mill or elevator.

## Fort Worth Grain Dealers.

The Ralston Purina Co. of Texas is the latest addition to the grain and feed enterprises of Fort Worth. This company has just opened for operation a modern fireproof plant, located on the Rock Island tracks east of the business district. R. E. Cowan is general manager. The company handles the well-known Ralston Purina products and is building up a big feed business throughout the Southwest.

The Chadwick Grain Co. was incorporated Oct. 1, 1915, in Fort Worth with K. U. Chadwick as general manager and treasurer. The company has its office in the Exchange building and makes a specialty of handling milling wheat and corn. The officers of the company are E. P. Chadwick, pres.; George W. Steere, sec'y.

The Panther City Grain Co. began business in Fort Worth in 1905. E. B. Doggett is the owner and John A. Mugg is



Douglas W. King.  
Pres Grain and Cotton Exchange.



manager. The company has an elevator on the Fort Worth Belt Railway near the Fort Worth Stockyards, having a bulk storage of about 30,000 bus. and a sacked storage of 50,000 bus. The plant is well equipped with up-to-date machinery, including a corn sheller, wheat separator, oats clipper, automatic sackers and track scales.

The Douglas W. King grain firm began business in 1913. Mr. King came to Fort Worth in 1911 as sec'y of the Fort Worth Elevators Co., and being quick to realize the opportunities offered by this city as a grain market, opened business for himself. His office is in the Exchange building. He is president of the Fort Worth Grain & Cotton Exchange, a member of the Grain Dealers National Ass'n, and the Panhandle Grain Dealers Ass'n.

The Fort Worth Elevators Co. was organized in 1911. The present officers are Jule G. Smith, pres.; John Schmidt, of Nacogdoches, 1st vice-pres.; E. C. Branch, of San Antonio, 2nd vice-pres.; Wilton P. Ingraham, sec'y and treas.; and R. M. Kelso, assistant to the pres. The company owns and operates a fireproof elevator on the Rock Island tracks, the storage capacity of which is 1,350,000 bus. The capital stock of the company is \$750,000. Mr. Smith came to Fort Worth in 1905 and has been in the grain business here since that year. Mr. Kelso started his activities as a grain man in Fort Worth as far back as 1900. The

company operates, in addition to the buying and selling of grain and the milling of grain products, a concrete public storage elevator.

The Fort Worth branch of the J. Rosenbaum Grain Co. is conducted by H. A. Merrill, manager, and C. D. Ferguson, assistant manager. The company owns an elevator on the Rock Island tracks near the Fort Worth Stock Yards, the capacity of which is 285,000 bus. The elevator is well equipped with up-to-date cleaners, clippers and scales. This company began its activities in Fort Worth in 1901 and is a member of the leading grain exchanges of the United States.

The Dazey-Moore Grain Co. began business in Fort Worth in 1904. The company owns and operates an elevator on the Santa Fe tracks, having a total storage capacity of 125,000 bus. The officers of the company are: K. F. Dazey, pres.; Tom G. Moore, vice-pres. and general manager, and W. R. Howard, sec'y and treas. Mr. Moore is vice-pres. of the Grain Dealers National Ass'n. The company has membership in the national ass'n, the Texas Grain Dealers Ass'n and the Panhandle Grain Dealers Ass'n.

The Blewett Grain Co., of which G. E. Blewett is manager and owner, started business in May, 1916. Mr. Blewett came to Fort Worth in 1914 from Denton, where for ten years he had been with the Denton Mfg. Co. The office of the company is in the Exchange building. The

company has membership in the Grain Dealers National Ass'n and the Texas Grain Dealers Ass'n. It makes a specialty of handling corn, oats, maize and mill feeds and also devotes considerable time to brokerage lines.

Harry Johnson started in the grain business in Fort Worth in December, 1915, as a broker. He also is engaged in general grain merchandising and has an office in the Exchange building. Northern accounts are a specialty with him.

I. A. Mabry started in the grain business in Fort Worth nine years ago and he organized the business which he now owns and manages in 1915. Y. G. Mabry is assistant manager and A. A. Graves is sec'y of the company, the office of which is in the First National Bank Building. The company conducts a merchandising business, specializing in corn, oats, maize and kaffir. It has membership in the Grain Dealers National Ass'n and the Texas Grain Dealers Ass'n.

The E. G. Rall Grain Co. is the pioneer grain company of Fort Worth, Mr. Rall having begun his business here twenty-five years ago, when the city was comparatively small. The company now owns an up-to-date concrete elevator on the Frisco tracks west of the city, the capacity of which is 500,000 bus. It is well equipped for the storing and handling of all kinds of grain. The officers are E. G. Rall, pres.; Frank Kell, vice-pres.; Marvin C. Rall, sec'y and treas. Memberships



Home of the Fort Worth Grain & Cotton Exchange.





Golden Rod Mills Plant under Construction at Fort Worth, Tex.

are owned in the St. Louis Merchants Exchange as well as the Fort Worth Grain and Cotton Exchange.

The Mountcastle-Merrill Grain Co. began business in January, 1915. G. C. Mountcastle located in Fort Worth eighteen years ago and is one of those who blazed the trail in the grain business. He built one of the first elevators here in 1900 for C. F. Orthwein's Sons of Kansas City. R. I. Merrill, the junior member of the firm, began his activities in Fort Worth in 1903 with the J. Rosenbaum Grain Co. The firm has offices in the Exchange building. Mr. Merrill is a member of the executive com'te of The Texas Grain Dealers Ass'n, and the firm has a membership in the Grain Dealers National Ass'n.

The Kemper Mill & Elevator Co. of

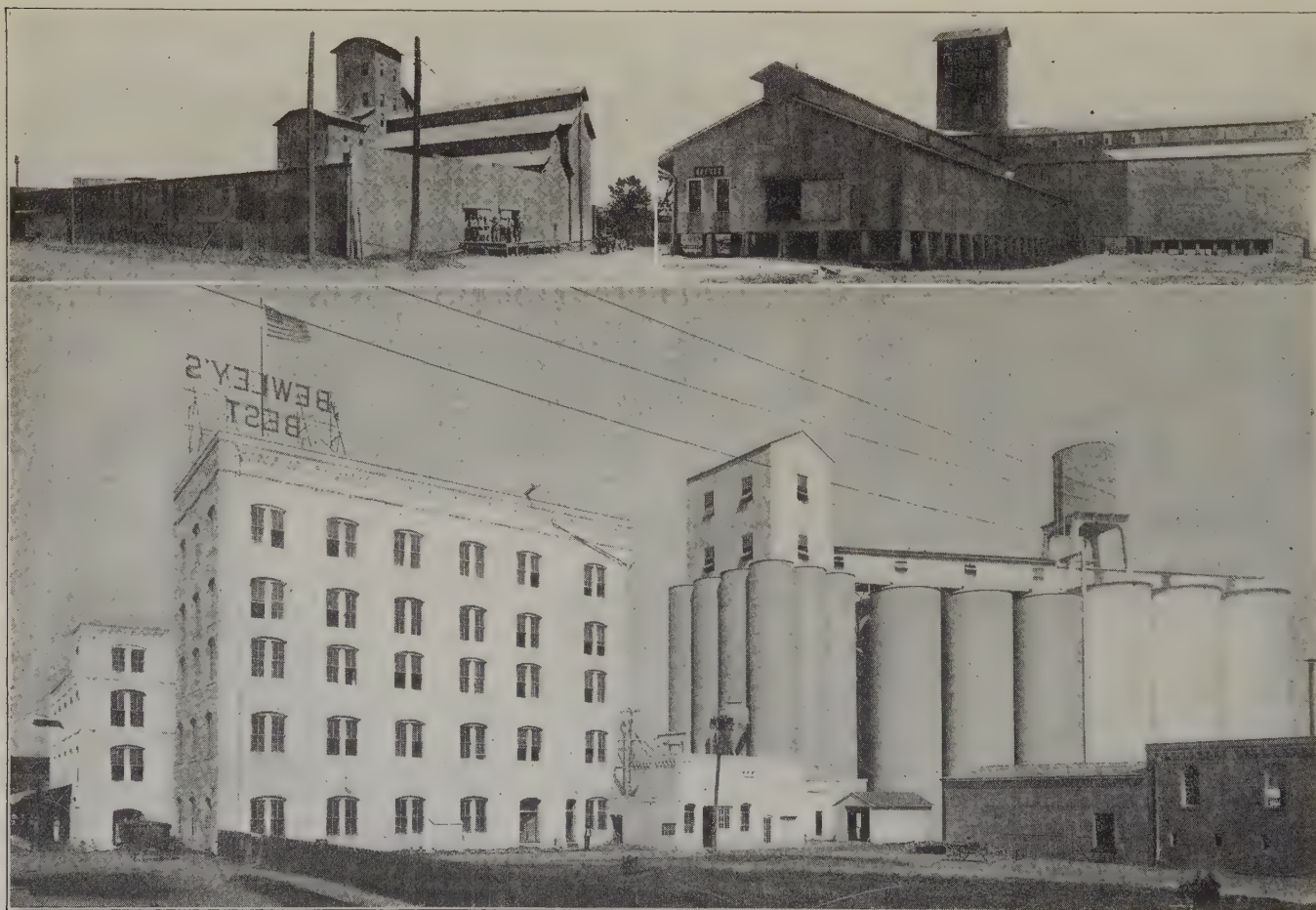
Fort Worth and Kansas City has an office in the Exchange building, C. W. Avery having been local manager since December, 1917. A commission and brokerage business is conducted, corn, oats and mill feeds being handled. Memberships are owned in the Chicago Board of Trade, the St. Louis Merchants Exchange and the Kansas City Board of Trade.

The Terminal Grain Co., of which W. W. Manning is pres. and G. E. Cranz, vice-pres. and sec'y, was organized in 1907. Mr. Manning and Mr. Cranz located in Fort Worth in that year, coming from Houston, where they had been in the office of the South Texas Grain Co. for seven years. The company has an elevator on the Rock Island tracks, the storage capacity being 200,000 bus. A wholesale grain and feed business is

carried on. Membership is held in the Grain Dealers National Ass'n and the Texas Grain Dealers Ass'n.

The Moore-Seaver Grain Co. of Kansas City opened an office in the Exchange building in Fort Worth in 1909. The present manager is Earl Ferguson. The company conducts a general grain business, specializing in corn and oats, and attention is also given to consignments. Memberships are owned in the Kansas City Board of Trade, the St. Louis Merchants Exchange and the Chicago Board of Trade.

The Bewley Mills of Fort Worth operate an up-to-date mill near the center of the city, and their brand of flour, Bewley's Best, enjoys a big demand throughout Fort Worth's trade territory. E. E. Bewley is pres. of the organization.



To left, above: Elevator of Smith Bros. Grain Co.; to right: Terminal Grain Co.'s Elevator and Warehouse.  
Below: The Bewley Mills at Fort Worth, Tex.



The Burrus Mill & Elevator Co. is situated near the heart of the industrial section of Fort Worth. Light Crust flour and other mill products of this company are widely distributed and have a big demand. E. T. Fant is manager.

The Golden Rod Mills are under the management of J. R. Stitt. A new plant is in course of construction for the handling of peanuts and when completed this plant will add to a big feed business which has already been built up by this concern.

Smith Bros. Grain Co., operated by Bert K. Smith and J. A. Simons, has an elevator on the Santa Fe tracks, the bulk storage capacity of which is 225,000 bus., with sacked storage capacity of 100,000 bus. The business started in 1907, when the first unit of the elevator was built. The company makes a specialty of supplying the Texas consuming trade with mixed carloads of feed and grain, and also carries on a big hay and field seed business. Rust proof red seed oats are handled extensively by the company. A hay warehouse with a capacity of 100 cars is located on the Rock Island tracks.

THE NUMBER of acres per person cultivated by those engaged in agriculture in the following countries is: United Kingdom, 7.1 acres; France, 7.3 acres; Germany, 7.1 acres; United States, 27 acres. In the United States each person engaged in agricultural pursuits produces 2.3 as much as each person so engaged in the United Kingdom; 3.2 as much as each person in France; and 2.5 as much as each person in Germany.

## Regulations for Rice Dealers.

Special regulations governing dealers in rough rice were issued by the Food Administration July 29.

The maximum margin over cost is fixed, the licensee not being permitted to sell rough rice, except for seed, at an advance over the actual purchase price of the particular rice sold in excess of one per cent of such purchase price plus the storage charge, insurance and interest on the investment at the rate of six per cent per annum.

Commission merchants' charges are limited, the licensee, in receiving rough rice on consignment, being not permitted to charge a commission of more than one per cent on any sale of such rice to any person except for seed purposes.

All carload shipments of rough rice shall be in carloads of not less than 60,000 pounds unless a different minimum is authorized by the special written permission of the United States Food Administrator, provided, that when cars of lower carrying capacity are used the maximum load which the car will carry may be used without such permission.

The amount of rough rice under control is limited to 60 days' supply and no licensee operating a rice mill may keep on hand or have in possession or under control, at any time, any greater quantity of rough rice than shall be equivalent to the output of such rice mill during the period of 60 days.

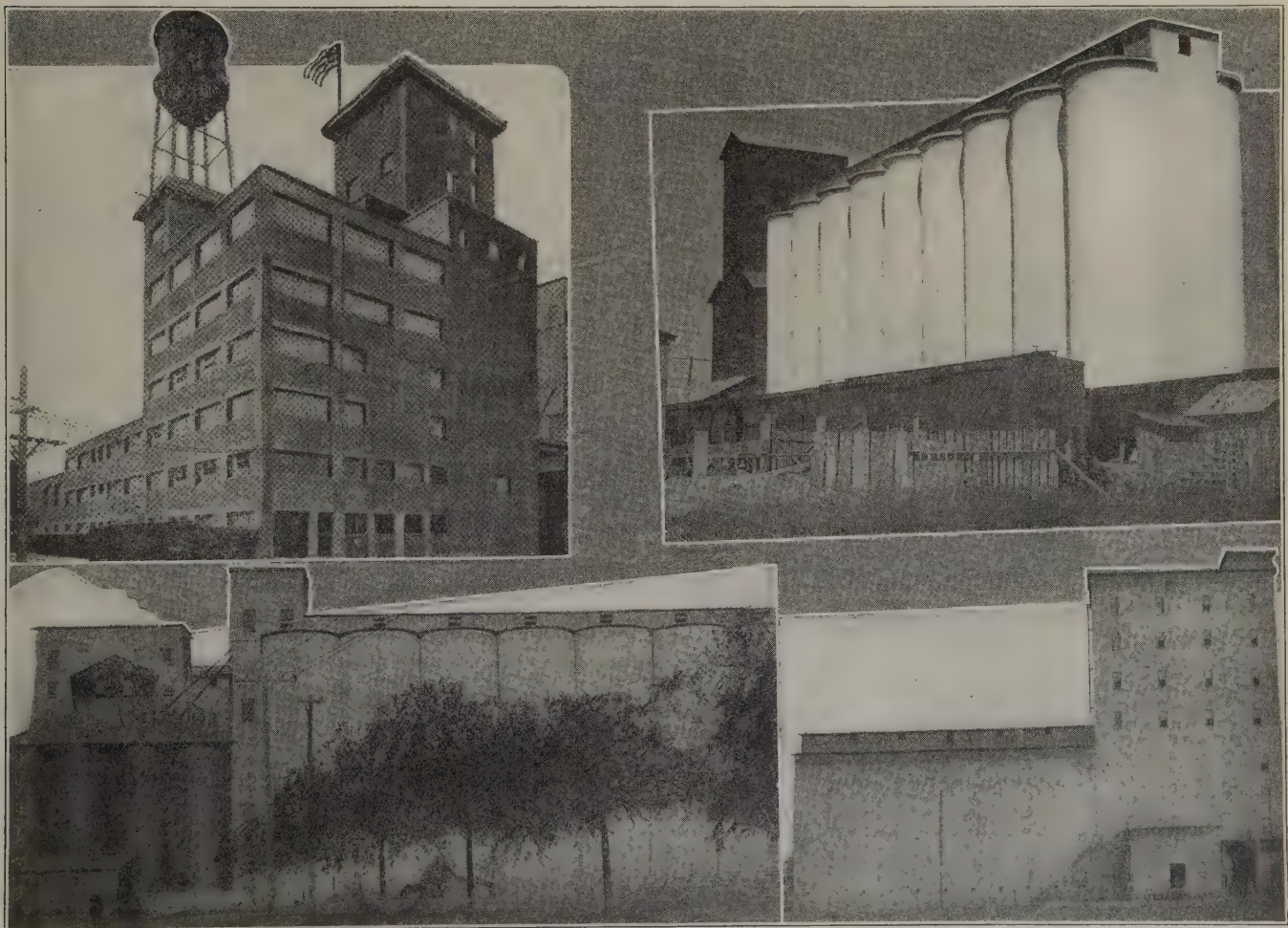
Contracts must provide for shipment within 30 days and no licensee may make or have outstanding, at any time, any

contract for the sale of clean rice for shipment more than 30 days after the making of such contract, but this rule shall not apply to contracts with the Federal, State, County or Municipal Governments, or to contracts for the sale of brewers' rice, or to contracts for the exporting of rice to foreign countries.

A uniform contract is prescribed and the licensee may not sell any cleaned rice or rice flour in quantities of 25 pockets or more except by signed contract in the form prescribed. The licensee shall not sell rice or rice flour in quantities less than 25 pockets, unless stipulating that the terms of the contract prescribed shall prevail.

THE SOUTHWESTERN Peanut Shellers Ass'n has been organized at Mineral Wells, Tex., with Geo. O. Morgan of Denison, pres.; A. F. Moffett of Cleburne, vice pres., and J. R. Fleming of Weatherford, Tex., sec'y-treas.

THE AUSTRALIAN Wheat Board has decided to clear up the 1915-16 wheat pool, and to make what amounts to practically a final payment to farmers on their deliveries during that season. No official announcement has been made as to the amount of the dividend but it is said that it will average about 3 pence. The Board also has under consideration the offering of guarantees for the 1918-19 and 1919-20 harvests, it having been pointed out that under existing conditions farmers are in an uncertain position, not knowing whether it will be profitable to go on growing wheat on the present scale.



Above, left to right: Plant of Ralston Purina Co. and Elevator of E. G. Rall Grain Co. Below: Two Plants of Fort Worth Elevators Co., Elevator of J. Rosenbaum Grain Co., at Fort Worth, Tex.



# Grain Trade News

## ARIZONA

Tempe, Ariz.—The new mill of the Tempe Mlg. Co., which was built to replace the one burned a year ago, has been completed at a cost of \$128,000. It is built of concrete thruout and is fireproof with metal sliding doors. The mill has a capacity of 110 bbls. per day, and will manufacture wheat, barley and corn flour, and also corn meal.

## CALIFORNIA

Woodland, Cal.—We are doing a commission business in this city.—Nardini & Rath.

Hamilton City, Cal.—The grain elvtr. at this place has been completed. It has a capacity of 60,000 sacks and cost \$18,000.

Los Angeles, Cal.—At the annual meeting of the Grain Exchange the following directors were elected for the ensuing year: E. W. Thompson, pres.; A. E. Nicholls, J. L. Hisey, N. W. Tarr, W. E. Howard, J. H. Taylor, and D. M. Thomson.

Martinez, Cal.—The bulk handling of grain of the 1919 crop by means of grain elvtrs. to be built at accessible places thruout the state was one of the principal topics of discussion at the meeting of the directors of the Contra Costa Farm Bureau held recently. This matter was discussed earlier this year, but approval of the plan was withheld by the Food Administration, but since the situation regarding sacks for handling grain has become so acute the grain raisers are strongly advocating the handling of grain in bulk. The Food Administration has given its approval to the bulk handling system and a state wide campaign to bring it into use is to be launched.

## CANADA

Fort William, Ont.—The Grain Growers Co. is overhauling its plant at this place.

Mazenod, Sask.—The Mazenod Farmers Elvtr. Co. incorporated; capital stock, \$15,000.

Toronto, Ont.—I have given up my business in Buffalo, N. Y., and am now with C. Goode & Sons, Ltd., in this city.—C. W. Goode.

Wiseton, Sask.—U. R. Davison, formerly of this place, has removed to Rock Lake, N. D., where he is in charge of the elvtr. of the Rock Lake Farmers Elvtr. Co.

## PORT ARTHUR LETTER.

The Davidson & Smith Terminal Elvtr. has undergone extensive repairs.

The elvtr. of the D. Horn Co. is undergoing repairs altho it was not used this summer. It will be opened if the conditions of grain require it.

The elvtr. of the Thunder Bay Mlg. Co. was practically rebuilt during the past year, and is now in good shape. It is especially adapted for the storage of sample grain and will be largely used for that purpose.

Working house "B" of the Port Arthur Terminal Elvtr. has been cut off from the plant because it is in a dangerous condition, and the work of handling will have to be carried on by "A." This latter house was constructed with the original plant structured several years later has given out completely. The reason ascribed for the condition of "B" is that the timbers used were unseasoned and soaked with water when put in.

## WINNIPEG LETTER.

F. G. Davies has transferred his membership in the Grain Exchange to C. A. Malden, of Rouleau, Sask., and L. A. Bates to L. P. Kirley.

At the close of the session of the Grain Exchange, July 26, the members said farewell to F. H. Jakeway, who has been a member of the Exchange for the past 25 years, and during that time has been mgr. of the Northern Elvtr. Co. in this city. On behalf of the members F. J. Anderson, vice-pres. of the Exchange, presented Mr. Jakeway with a handsome gold watch and Mrs. Jakeway with a beautiful silk handbag. Mr. and Mrs. Jakeway are leaving for California, where they will take up their residence in the hope that Mrs. Jakeway's health will be benefited by the change of climate.

## COLORADO

Canon City, Colo.—The Peerless Flour Mills Co., a Colorado corporation, which formerly operated the mill here, and also the mill at Norton, Kan., has now incorporated in the state of Kansas and taken over the business in this city, withdrawing as a Colorado corporation.

Steamboat Springs, Colo.—We are building a new brick and cement mill building, 36x56 feet. It will be 3 stories high and have a 10-foot basement. We will also install a water wheel, and a 75-k.w. generator to supply power to light plant. The new building will contain a 60-bbl. Midget Marvel Mill for substitutes.—Steamboat Mlg. & Power Co.

Denver, Colo.—A com'te of government grain supervisors, composed of Mr. Hill, of this city, the division supervisor, Mr. Morris, of the division in which Colorado is located, and Mr. Franks, a Washington representative, were in this city, July 20, for the purpose of conferring with the grain dealers and millers in this territory. A meeting was held in the office of the Grain Exchange Ass'n, the above mentioned supervisors meeting with a com'te of the Exchange, and with all members, grain dealers and millers, for the purpose of discussing grain grading problems, and matters pertaining to the inspection and grading of wheat and corn.

## IDAHO

Grangeville, Ida.—The Farmers Union Warehouse & Supply Co. has increased its capital stock from \$50,000 to \$100,000.

Clemensville, Ida.—Parkinson Bros. have started construction on a 40,000-bu. capacity elvtr. on one of their dry farms.

Lewiston, Ida.—Peter Muench, who for the past 13 years has had charge of the warehouse business of the J. Alexander Co., has resigned to accept a similar position with the Pacific Grain Co. In his new position Mr. Muench will be associated with J. D. Roberts, district mgr. for the Pacific Grain Co.

Lewiston, Ida.—At a hearing conducted by the Public Utilities Com'n recently on the subject of warehouse charges a uniform schedule was agreed upon between warehouse representatives and the farmers, and this will be submitted to the Com'n for approval. The schedule provides the following charges for grain and seeds: Handling charge per ton, \$1 covering 30 days, 10 cents per ton per month thereafter; 10 cents per ton for weighing out of special piled lots; 25 cents per ton for bulking in and bulking out; \$1 per ton for sacking bulk grain, the owner to furnish sacks. Chopping charge, \$2 per ton dry chop, \$3 per ton for steam rolling. Cleaning bulk grain, \$1 per ton. Cleaning sacked grain, \$2 per ton. Charge for seeds, \$1 per ton for 30 days; 25 cents per ton per month thereafter. Beans, handling charge, \$1 per ton for 30 days and 10 cents per ton per month thereafter.

American Falls, Ida.—H. J. Piepgras, formerly of Caldwell, is now superintendent of the plant of the American Falls Mlg. Co. in this city. For several months before coming here Mr. Piepgras was U. S. milling inspector for the state of Idaho.

Bellevue, Ida.—Coates & Buchanan have started work on a grain elvtr. at their cold storage plant. The elvtr. will have a capacity of 25,000 bus., which may be increased to 100,000 bus. by putting in additional units.

## ILLINOIS

La Grange, Ill.—Wilson Mitchell is building an elvtr.

Atterberry, Ill.—The new concrete elvtr. of McFadden & Co., of Havana, at this place, is practically completed.

Davis Junction, Ill.—Roy Maxwell, of New Milford, is now mgr. for the Armour Grain Co. at this point.

Elmwood, Ill.—George Faggott is assistant to the mgr. for the Elmwood Elvtr. Co.

Fairmount, Ill.—We are building a 35,000-bu. concrete elvtr. with all modern machinery.—Fairmount Grain & Elvtr. Co.

Hamel sta. (Alhambra p. o.), Ill.—Geo. Cassens is in the elvtr. business at this station.

Macomb, Ill.—Bentley W. Taylor is again mgr. for the Farmers Grain, Fuel & Supply Co.

Virden, Ill.—The Virden Co-operative Society has increased its capital stock from \$5,000 to \$15,000.

Gifford, Ill.—We are contemplating installing a mill for grinding corn meal, and mixed feed.—Gifford Elvtr. Co.

Downs, Ill.—Davis Bros. & Daugherty sold their elvtr. at this place, July 25, to T. F. Grady, of Farmer City, and have given possession.—Wm. Daugherty.

Warsaw, Ill.—I have taken over the business of Geo. Schlenk, who was drowned June 7.—Shirley E. Sharp, successor to Sharp & Schlenk.

Cadwell, Ill.—J. B. Craig, Jr., has purchased a half interest in the grain business of C. E. Davis here, and will be the local mgr.

Chester, Ill.—The Cole Mlg. Co. is operating again, after having been temporarily closed down awaiting the marketing of the new wheat crop.

Raymond, Ill.—The elvtr. now being constructed for the Farmers Grain, Hay & Supply Co. is about completed, and the machinery is being installed.

Chester, Ill.—The Buena Vista Mlg. Co. is now operating its machinery by electric power, having installed large motors to replace the steam engine.

Marissa, Ill.—The Marissa Grain & Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, F. J. Wagner, G. W. Nevin, and G. L. Glenn.

St. Charles, Ill.—Mark Joshel, of Geneva, has purchased a piece of the Haines estate in West St. Charles, on which he will build a grain elvtr.

Nokomis, Ill.—The Nokomis Farmers Elvtr. Co. has let contract for the building of a concrete elvtr., 36x40 feet, with a capacity of 40,000 bus.

Gorham, Ill.—The Nanson Commission Co., of St. Louis, Mo., is contemplating building a reinforced concrete elvtr., 100 feet high, at this place.

Ridgefarm, Ill.—A. J. Quick, formerly with the National Elvtr. Co. at this place, is now located in South Whitley, Ind., where he is with the Farmers Elvtr. Co.

Tonica, Ill.—C. W. Higdon, of Sullivan, is the new mgr. for the American Grain Co. at this place. He has reopened the elvtr. and is now ready for business.

Bloomington, Ill.—The high grade corn mill for corn flour, meal, hominy and grits to comply with the food administration in every way, now under construction for L. E. Slick & Co., will be completed in 3 weeks. It will grind 5,000 bus. corn a day.



Girard, Ill.—The Farmers Grain Co. of Girard incorporated; capital stock, \$20,000; incorporators, Joseph L. Alford, John A. Warrick, and Horace H. Rutherford.

Middletown, Ill.—The Middletown Grain & Coal Co. has installed a new Hess Moisture Tester for grain in its elvtr. that will make tests of 4 samples at one time.

Warsaw, Ill.—Fred W. Council, mgr. for the Farmers Grain & Supply Co., was married recently to Miss Livonia Walker, of Chicago.

Kankakee, Ill.—Contract has been let by the Farmers Elvtr. Co. for the construction of a 30,000-bu. capacity elvtr. Work will be started in a few days and the work rushed to completion.

Springfield, Ill.—I am now mgr. for the Bartlett Frazier Co. with offices in the Booth Building. This change was effected Aug. 1 when I left the employ of E. Lowitz & Co.—G. J. Bronaugh.

Easton, Ill.—McFadden & Co. have bot the plant of the Turner-Hudnut Co., of Pekin, at this place, the transfer to be made Aug. 17. The writer is still agt.—J. W. Bell.

Sciota, Ill.—I have sold my elvtr. at this place to the Farmers Elvtr. Co. after being in the grain business for 29 years. I retain my elvtr. at Good Hope with E. L. Newman mgr.—E. E. Sapp.

Leroy, Ill.—E. S. Robinson, of Springfield, referee in bankruptcy, recently heard the case of the Clark Grain & Coal Co. in which final apportionment is being made to creditors of the defunct business.

Irvington, Ill.—There are no elvtrs. at this place. L. A. Hoffman & Co. run the flouring mill and only buy grain enough to run the mill, but are going to make preparations to buy and ship.—X.

Castleton, Ill.—J. A. Klock & Co. are overhauling both of their elvtrs. at this place. They are installing new spouts, changing from gas engine to electric motor power in each house, and also making other changes.

Milmine, Ill.—The elvtr. of T. C. Hamman at this place has been sold to W. S. Garlough & Co., who also purchased the elvtr. owned by Mr. Hamman at Cerro Gordo. C. A. Burks, of Decatur, made the deal.

Pekin, Ill.—A fire, which threatened the elvtr. of the Turner-Hudnut Co. at this place, was discovered in the dust room recently. The fire was extinguished in a couple of hours, and the damage was not great.

Varna, Ill.—J. C. Maddin, of the Wyoming Grain Co., Wyoming, has purchased an elvtr. at this place, and will move here in the near future to take possession. He has disposed of his interests in the elvtrs. at Wyoming.

Sabina sta. (Monarch p. o.), Ill.—A grain elvtr. with a capacity of 40,000 bus. is to be erected at this station by farmers in the locality. A site with ample ground and railroad siding has been secured, and it is planned to have the elvtr. completed and ready for business early in November.

Wyoming, Ill.—J. C. Maddin, of the Wyoming Grain Co., has disposed of his interests in the local elvtrs. to some of the parties who were contemplating erecting a new elvtr. here. He has purchased an elvtr. at Varna, where he will soon move and take possession of his new property. The elvtrs. at this place will be remodeled.

Carthage, Ill.—The grain elvtr. owned and operated by James McCarty in this city, was burned to the ground, July 22. The loss on wheat is about \$10,000, and on the elvtr. about \$5,000. Mr. McCarty will erect a dump to take care of the balance of this season's crop, and will erect a new elvtr. next year.

Bongard sta. (Philo p. o.), Ill.—The Bongard Grain Co. incorporated; capital stock, \$20,000; incorporators, P. G. Jones, Pat Mooney, and J. W. McClintock. The Bongard Grain Co. bot the elvtr. of August C. Kaiser, July 26, and took possession July 30. John H. Doyle is the new mgr.

Niantic, Ill.—Alexander Moore, a grain buyer and retired farmer, 65 years old, of this place, while driving across the inter-urban tracks at Swartz Crossing, recently, was struck by a car, the automobile being completely wrecked and the body of Mr. Moore so badly mangled and burned by the gasoline in the broken tank of the car, as to be scarcely recognizable.

Fancy Prairie, Ill.—C. V. Coyne, of Waggoner, and John E. Wheelon, of Farmersville, have bot the elvtr. of John A. Peters at this place, and are buying grain. The firm name is Coyne & Wheelon, and is under the exclusive management of C. V. Coyne. Mr. Wheelon is still conducting the elvtr. of the Farmers Elvtr. Co. at Farmersville.—Coyne & Wheelon, C. V. Coyne.

Metcalfe, Ill.—The Farmers Elvtr. Co., which was incorporated a short time ago, has elected John B. Galway pres., and Harry Brock-Jones, Sr., sec'y-treas. The company has been capitalized for \$50,000, and plants will be located at this place and at Melwood sta. (Metcalfe p. o.). Work will be commenced at once on the elvtrs. in order that the corn crop may be handled this fall.

Greenville, Ill.—The elvtr. of John Breachud, which was recently leased by the newly organized Farmers Equity Union Exchange, was burned to the ground, July 20. The fire started in new hay and was followed by a dust explosion. Loss, \$24,000. The fire destroyed, or badly damaged, 3,741 bus. of wheat, 431 bus. of corn, 376 bus. of rye, and 48 tons of hay. A quantity of farm machinery was also destroyed.

Cerro Gordo, Ill.—T. C. Hamman has sold his elvtrs. at this place and Milmine to W. S. Garlough & Co. Possession was given Aug. 1. H. J. Casley, former mgr. for Mr. Hamman, has removed to Buck Creek, Ind., where he is mgr. for the Farmers Co-operative Ass'n. Mr. Hamman will take a trip to California by automobile after remaining with the new firm for a reasonable time. C. A. Burks, of Decatur, made the deal for the sale of the elvtrs.

Symerton, Ill.—The Joliet Trust & Savings Bank has been appointed receiver for the Farmers Grain Co. at this point, including the estates of Sylvester J. Mahoney and Harry Singleton, and is already perfecting plans for the reopening of the elvtr., which has been closed down for the past 3 months. It has not been decided whether a mgr. will be placed in charge or the elvtr. sold or leased, but assurances are given that it will be open and ready for business by the time the farmers in this section have the 1918 grain ready for the market.

Zearing, Ill.—The grain elvtr. at this place, which was leased by Brokaw & Spaulding, of Princeton, but owned by J. H. Dole & Co., of Chicago, was burned to the ground recently, together with 1,000 bus. of oats. The building was valued at \$4,500, and the contents at approximately \$1,700. The loss is covered by insurance. The fire is believed to have started from sparks from an engine, and was discovered by roundhouse employees about 4 o'clock in the morning, in a small section of the roof. The office, which was located in a detached building about 50 feet from the elvtr., was saved. When the flames threatened the office a freight engine was run out from the roundhouse, and the crew turned the blow-off onto the structure and protected it with live steam.

## CHICAGO NOTES.

Board of Trade memberships are selling at \$4,500 to \$4,600 net to the buyer.

The rate of interest for August, as fixed by the finance com'te of the Board of Trade, is 7 per cent per annum.

Upon request of the Central Elvtr. Co., the National Elvtr. was declared no longer a regular elvtr.

Calvin Norton Wheeler, in the grain commission business in this city for more than 35 years, died Aug. 31, in Denver, Colo., aged 69 years.

The Lyman-Joseph Grain Co., of Milwaukee, Wis., has opened an office in the Traders Building in this city.

James M. Adam, Jr., son of James M. Adam, with Roensbaum Bros., has been commissioned a second lieutenant in the marines.

I am now associated with the Hales & Edwards Co. in the Webster Building, continuing the grain merchandising trade.—Fred D. Stevers.

James Gordon, who has been associated with E. Lowitz & Co., is now located in Peoria, where he is with the Harwood-Young Co.

Bert Davis, with Lamson Bros. & Co., and a member of the Board of Trade, has gone to the Great Lakes Training Station, where he will join the wireless telegraphy battalion.

Thomas Piercy, the first man to enlist from the office of Ware & Leland, and well known in Board of Trade circles, was a Board of Trade visitor Aug. 7, following his second trip to France.

Patrick J. O'Connor, for many years connected with state grain inspection, first as state grain inspector, and later as official sampler of the Board of Trade, died of pneumonia following an operation, July 24, aged 75 years.

The Terminal Elvtr. Grain Men's Ass'n recently held a conference with Food Administrator Jackson on the storage charges on wheat. The elvtr. operators made a reasonably low offer considering the present high costs of operation. No fixed rate was agreed upon.

Charles Dexter Snow, who came to Chicago in 1870, and in 1874 engaged in the grain commission business on the Board of Trade as senior member of the firm of Charles D. Snow & Co., died July 24 in Los Angeles, Cal., where he has made his home since 1908.

Proposed amendments to the commission rules of the Board of Trade have been referred to a com'te to prepare them for ballot. A change in the brokerage rates from 50c to 75c is proposed, in addition to the advance from \$7.50 to \$10 for rates to non-members and to \$5 for members.

The plant of the Calumet Cereal Co., at Harvey, is being remodeled and overhauled, and it will be operated by the Chicago Refining Co. in the manufacture and handling of corn products. Paul Klopstock, of New York, is the head of the Chicago Refining Co., and O. G. Blair is in charge of the business.

Scarcity of competent clerical help is a factor in the trade. It has started a movement looking to economy and efficiency. A com'te was ordered appointed by the Board of Trade directors, Aug. 7, to look into the plans for using the new clearing house system now in successful operation in all the other markets. It will save much labor, it is claimed, and do away with the extra work in making reports on trades taxed by the government.

Abner J. Wilson, Henry J. Koehl, John M. McReynolds, George B. Herne, Edgar E. Buxton, of Memphis, Tenn., and Benton M. Rollins, of Paxton, have been admitted to membership in the Board of Trade. S. J. Croger, and P. C. Smith have made application for membership, and the memberships of M. R. Rothschild, Howard Field, Royal W. Bell, John Slade, Guy P. Vance, of the estate of H. J. Pollack, and the estates of Edward A. Gibson and Walter Chapman have been posted for transfer.

L. Bartlett & Son Co. are in process of incorporation as an Illinois corporation to conduct a grain commission business. H. H. Peterson will be pres.; E. H. Hiemke, vice-pres.; and H. J. Mayer, sec'y-treas. Mr. Peterson and Mr. Hiemke have been in the grain business at Milwaukee for almost 50 years, and Mr. Mayer, who will be in charge of the Chicago office, has had 15 years' experience in the trade, having formerly been with Rosenbaum Bros., the E. C. Putz Grain Co., and E. Lowitz & Co. Mr. Mayer is a member of the Board of Trade, and Mr. Hiemke is an applicant for membership.



The Hayes Grain & Commission Co. incorporated; capital stock, \$10,000; incorporators, Earl T. Longworthy, Heter Bramlitt, and Edwin Wood.

The com'ite having in charge the to arrive grain for the Board of Trade was empowered and directed to take immediate charge of the disposition of all wheat coming into this market. The Board's com'ite was authorized to adopt at once and to publish such temporary rules and regulations as may be necessary to assure that the wheat will be promptly unloaded, and that the Chicago gateway be kept open. The Board's com'ite will work in connection with the Food Administration, and hereafter grain arriving over the various roads will be ordered to elvtrs. on the same roads for unloading as much as possible in order to reduce switching. All commission merchants and all proprietors are to conform to the rules and regulations to be issued by the grain com'ite. The result of the com'ite taking charge of the situation will result in an immediate increase in the available elvtr. facilities and will materially improve conditions and prevent congestion here.

The Directors of the Board of Trade on Aug. 7 ordered "All firms receiving wheat in the Chicago market, either on consignment or to arrive, shall from now on tender the same to the representative of the food administration and prepare a list of such arrivals, showing: Each railroad on a separate sheet. Each particular grade, separately as to each railroad. With such lists furnish samples of all wheat grades below straight No. 1 and straight No. 2. Samples of No. 1 and No. 2, the receiver or others tendering the same shall preserve, and after receiving notice to whom it has been allotted, each receiving house will get back a memorandum showing to whom it was allotted and to what elevator the wheat should be ordered. There is nothing in this regulation to prevent the receiver or owner of the grain from disposing of any of his wheat to any buyer who is in the market. On wheat which is tendered on sales to arrive the party receiving the wheat on his contract shall comply with this requirement just the same as if he were the original receiver."

#### PEORIA LETTER.

The membership fee in the Board of Trade has been raised from \$500 to \$1,000; transfer fee from \$50 to \$100.

Peoria, Ill.—James Gordon, formerly with E. Lowitz & Co., of Chicago, is now located in this city where he is with the Harwood-Young Co.

The following have applied for membership in the Board of Trade: Bernard E. Wrigley, Floyd L. Barlow, E. Lowitz, of Chicago, and Chas. W. Sword. The following have posted their memberships for transfer: Guy F. Luke to Harry T. Strawn; R. H. Hammel to Chris. L. Daly; and Arthur Lehman to Alvin Fernandes.

#### INDIANA

Huntington, Ind.—Weber & Purviance have filed a final certificate of dissolution.

St. John, Ind.—Gerlach Bros. are contemplating repairing the metal roof and sides of their elvtr.

Mooreland, Ind.—The elvtr. of McLellan & Donahoe was burned Aug. 6.—H. C. Teetor, Hagerstown.

Otterbein, Ind.—The brick work on the new office of the Otterbein Grain Co. has been completed.

Evansville, Ind.—W. H. Small has been elected pres. of W. H. Small & Co., grain dealers and distributors here.—C.

Corydon Junction (New Salisbury p. o.), Ind.—Wood Hurn has erected a wheat elvtr. at this place, to load cars.

Hamlet, Ind.—C. E. McFadden, who has resigned as mgr. for the Hamlet Grain Co. to enlist in the navy, will be succeeded by Frank Odle, of Geneva. Mr. McFadden will take the training for naval ensign at the municipal pier in Chicago.—D. G. McFadden Grain Co., Ridgeville.

Tyner, Ind.—There is only one elvtr. here, and it is operated by W. C. Curtis & Co., who also have an elvtr. at Plymouth.—X.

Magee sta. (Wellsboro p. o.), Ind.—The Kingsbury & Magee Elvtr. Co. has succeeded White Bros. & Co. at this station and at Kingsbury.

Fowler, Ind.—We repainted our office recently, and have built the foundation for a coal storage to be used for our drier.—Farmers Grain Co.

Effner sta. (Sheldon p. o.), Ind.—We have just installed a 25-h.p. Fairbanks Oil Engine at our elvtr. at this point.—Sheldon Elvtr. Co., Sheldon, Ill.

Buck Creek, Ind.—H. J. Casley, formerly mgr. for T. C. Hamman at Cerro Gordo, Ill., is now mgr. for the Farmers Co-operative Ass'n at this point.

Mooreville, Ind.—The Mooreville Mlg. Co. incorporated; capital stock, \$25,000; directors, Charles A. Hubbard, Harry C. Searce, and Walter Edwards.

Morocco, Ind.—The new company at this place is an organization of farmers. They are contemplating constructing an elvtr., lumber yard and coal yard.—M. Duffy.

Oaklandon, Ind.—Bruce Bros. have succeeded the Oaklandon Grain Co. at this place, having purchased the elvtr. of the company, of which James Eaks was proprietor.—X.

South Whitley, Ind.—I am now with the Farmers Elvtr. Co. of this place. Was formerly with the National Elvtr. Co. branch of the American Hominy Co. at Ridgefarm, Ill.—A. J. Quick.

Stroh, Ind.—The elvtr. of the Stroh Grain Co., of which Perkins Bros. are proprietors, has opened for business after having been remodeled and repaired. Its capacity is nearly doubled.

Owasco, Ind.—Abel Grove did not build an elvtr. here. He intended to, but died. Also the Owasco Grain Co., with U. S. Moore at the head, but he was killed, therefore there is none.—Wm. Wiggs.

Chrisney, Ind.—William Link is buying grain here for the Cadick Mlg. Co., of Grandview, and a line of trucks has been put in use at this place to be used in carrying the grain to Grandview.—C.

Windfall, Ind.—The promoters of a Farmers Grain & Coal Co. at this place expect to incorporate and be in business within 90 days. The new company contemplates handling grain, coal, feed, flour, etc.

West Middleton, Ind.—The bin of the elvtr. of the West Middleton Mill & Elvtr. Co. burst recently, dumping 1,000 bus. of wheat upon the ground. The wheat was saved, however, as cars were secured at once.

Mt. Pleasant, Ia.—C. A. Johnson, for many years with the grain firm of W. H. Perrine & Co., of Chicago, is now with the A. D. Hayes Co., and will have charge of their grain business, including their line of elvtrs.

Kingsbury, Ind.—Calvin Low and G. B. Holmes compose the Kingsbury & Magee Elvtr. Co., which has succeeded White Bros. & Co. at this place, and Magee sta. (Wellsboro p. o.).—Kingsbury & Magee Elvtr. Co., G. B. Holmes.

Poneto, Ind.—The elvtr., formerly owned by the Studabaker Grain & Seed Co., at Linn Grove, and which was bot by Thomas Flynn, of Bluffton, last summer, will be moved to a site along the Lake Erie and Western R. R. at this place.

The following have been elected to membership in the Indiana Grain Dealers Ass'n: McCardle-Black Co., Indianapolis; Elmer F. Keith, Washington; Farmers Elvtr. Co., Francesville; Jacob Gelzleicher & Son, Huntington; Preble Elvtr. Co., Preble; Jordan & Baird, Star City; Eikenberry-Fitzgerald Co., Cincinnati; Coatesville Elvtr. Co., Coatesville; Jas. R. Van Ryper, Rolling Prairie; Kingsbury & Magee Elvtr. Co., Kingsbury; Monroe Grain, Hay & Mlg. Co., Monroe; A. M. Mauller, Pleasant Mills.—Charles B. Riley, sec'y.

Petersburg, Ind.—The elvtr. of the Petersburg Mlg. & Grain Co. burst recently and let 3,000 bus. of wheat out on the ground. Work of sacking the grain began at once, and it is that not more than 10 or 20 bus. were actually lost. The elvtr. was taxed beyond its capacity because of inability to get cars.

Evansville, Ind.—Fire from a defective motor in the conveyor at the flour mill of Igleheart Bros., Aug. 3, for a short time threatened to destroy the entire plant. Three hundred thousand bus. of wheat were stored in the concrete elvtr. and altho water was thrown upon some of the grain, the damage was slight.—C.

Rushville, Ind.—An air tank at the Rushville County Mills exploded recently, blowing out the south end of the engine room. C. G. Clark, of C. G. Clark & Sons, proprietors of the mill and also of a 25,000-bu. elvtr., reported that the air tank, used in starting the gas engine, had been placed too close to the engine and consequently exploded.

Indianapolis, Ind.—Sam Finney & Co. is a new firm located in the Board of Trade Building. Samuel Phillips will be in charge of the general cash grain receiving and shipping end of the business. In addition to his own business, Mr. Finney will manage the Indianapolis private wires of E. Lowitz & Co., with connections on the Chicago Board of Trade and the New York Stock Exchange.

Columbus, Ind.—The elvtr. of Ray Marr bulged out about a foot on the west side recently when about 4,000 bus. in one bin began to give way. The wheat was moved as soon as possible so as to prevent it being dumped in the street. The elvtr. contained about 50,000 bus. of grain. Shortage of cars has made it impossible for prompt shipment of wheat and the extra grain makes the elvtr. unsafe.

#### IOWA

Macy, Ia.—M. Blakely is now mgr. for the Farmers Elvtr. Co.

Goldfield, Ia.—D. H. Keith is mgr. for the Farmers Elvtr. Co.

Templeton, Ia.—The Chas. Dozler Grain Co. has been dissolved.

Washta, Ia.—M. T. Mahaffey, formerly of this place, has removed to Lawton.

Pilot Mound, Ia.—The Farmers Elvtr. Co. is installing a new motor in its elvtr.

Casey, Ia.—A. F. McNally is now employed by the Davenport Elvtr. Co., at this place.

Cooper, Ia.—Floyd Brown, mgr. for the Armour Grain Co. at this place, has been called in the draft.

Dows, Ia.—Mr. Grove, of Story City, has succeeded Andrew Erickson as mgr. for the Farmers Elvtr. Co.

Galt, Ia.—I sold my elvtr. to the Bowles-Billings-Kessler Co., of Algona, Ia., who took possession July 1.—P. A. Axen.

Bayard, Ia.—The Farmers Elvtr. Co. is contemplating making a number of improvements in its plant this year.

Doon, Ia.—E. W. Harkins, of Omaha, has succeeded John Hayes as mgr. for the Farmers Co-operative Produce Co.

Elkhart, Ia.—H. O. Satterlee, formerly of this place, has removed to Jewell, where he will be mgr. for the Farmers Elvtr. Co.

West Bend, Ia.—The elvtr. of Gilchrist & Co. has been sold to the Davenport Elvtr. Co.

Lavinia, Ia.—The Lavinia Elvtr. Co. has increased its capital stock from \$10,000 to \$20,000.

Letts, Ia.—Work on a large up-to-date grain elvtr. for the McKee Wholesale Grain Co., of Muscatine, has been started.

Glidden, Ia.—Floyd Dreher has resigned his position with the Farmers Elvtr. Co. to accept a position with the Mercantile Co.

Faulkner, Ia.—The fine new office addition, which the Farmers Co-operative Elvtr. Co. has built onto its elvtr., is completed.



Melrose, Ia.—J. L. Dinneen, formerly mgr. for the Wilkin Grain Co. at this place, is now with the Quaker Oats Co. in Belmont.

Linn Grove, Ia.—R. E. Woolworth, formerly agt. for the Trans-Mississippi Grain Co. at Mondamin, is now located at this place.

Alvord, Ia.—The improvements on the elvtr. of the Farmers Elvtr. Co. are so far advanced as to enable the company to receive grain.

Ireton, Ia.—Wm. Taylor is again mgr. for the Farmers Elvtr. Co., succeeding Mr. Wright, who succeeded him a short time ago.

Chester, Ia.—George Owen, formerly with the Hunting Elvtr. Co. at this place, has been transferred to Taopi, Minn., by the company.

Primghar, Ia.—I have leased the elvtr. of W. R. Alexander, which the latter recently purchased from the Primghar Lbr. Co.—Aug. Hillmer.

Granville, Ia.—August Luken has resigned as mgr. for the Farmers Elvtr. Co. E. W. Luken will manage both the elvtr. and lumber yard.

Anita, Ia.—We are building an oat annex, 18x18x30 feet high, and a feed house, 18x26x18 feet high.—Farmers Co-operative Elvtr. Co., F. C. Chinn, mgr.

Duncombe, Ia.—At the annual meeting of the Farmers Co-operative Elvtr. Co. I was hired over again with an increase in salary.—C. Hallett, mgr.

Spencer, Ia.—M. E. DeWolf, pres. of the DeWolf Grain Co. of this city, who recently underwent a serious operation at Rochester, Minn., is recovering.

Fernald, Ia.—The report that A. Grove, of Story City, was the new mgr. for the Farmers Grain Co. at this place is incorrect. Clarence French is the new mgr.

Washta, Ia.—R. L. Arnold, of Rockwell City, has taken charge of the elvtr. of the Quaker Oats Co. at this place, which was formerly owned by Sanborn & Co.

Hardy, Ia.—The elvtr. of the Farmers Elvtr. Co., which was burned to the ground recently, is soon to be replaced by a \$20,000 structure.

Superior, Ia.—We have increased our capital stock to \$15,000, and have retained E. W. Chapman as mgr.—Superior Farmers Elvtr. Co.

Maurice, Ia.—Al. Versteeg, of Orange City, is the new mgr. for the Farmers Elvtr. Co., which recently purchased the elvtr. of the Trans-Mississippi Grain Co. at this place.

Hobart sta. (Hobarton p. o.), Ia.—J. M. Moore, of Algona, is pres. of this company, and C. R. Schoby, of Algona, is sec'y-treas.—Farmers Elvtr. Co., J. A. Reid, mgr.

Coon Rapids, Ia.—The Coon Rapids Grain Co. has bot the elvtr. of the Albers Com. Co. at this place. Possession was taken at once with the writer as mgr.—R. L. Wood.

Hamburg, Ia.—A number of farmers in this vicinity are contemplating erecting an elvtr. here. E. A. Smith and Earl McKissick are among those interested in the project.

Oakwood sta. (Marble Rock p. o.), Ia.—F. A. Hoppner has succeeded Julius F. Huxsol as mgr. for the Farmers Grain Ass'n, Mr. Huxsol having resigned to enter the army.

Tipton, Ia.—I have bot the elvtr. of the Farmers Elvtr. Co. on the Rock Island R. R. at this point and will operate it in connection with the Northwestern Elvtr.—W. W. Little.

Hospers, Ia.—T. L. DeBoer has been engaged as local mgr. for the Hubbard & Palmer Co., of Mankato, who recently purchased the grain business of F. M. Slagle & Co. at this place.

Allison, Ia.—The writer has succeeded D. E. Wilder as mgr. for the Farmers Co-operative Elvtr. Co. at this place. Mr. Wilder was taken in the last draft.—J. H. Schuler, mgr.

Smiths Lake (Atlantic p. o.), Ia.—The new elvtr. of the Rothschild Grain Co. was opened Aug. 2. It is a 10,000-bu. elvtr., and is fully equipped with up-to-date machinery.

Jewell, Ia.—H. O. Satterlee, of Elkhart, has succeeded Gerhard Larson as mgr. for the Farmers Elvtr. Co., the latter having left with the rest of the selective men for Camp Gordon.

Council Bluffs, Ia.—The new elvtr. of the Chicago & North-Western Ry. Co. is now being operated and about 100 cars of grain are handled daily. The total capacity of the elvtr. is about 1,500,000 bus.

Donahue, Ia.—We have just finished building a cement block engine room, 14x18x8, and have installed a new 20-h.p. gasoline engine. The engine room is located 10 feet from the elvtr.—Rohlk & Goettsch, Wm. Goettsch.

Sioux City, Ia.—Walter H. Bailey, formerly with the Merriam & Millard Co. of Omaha, is now located in this city, where on Aug. 1, he will engage in the cash grain business under the name of the Walter H. Bailey Co.

Nevada, Ia.—The report that Charles French is mgr. for the Farmers Grain Co., which was recently reorganized, is incorrect. F. G. Booher remains mgr., and Charles French is mgr. for the Farmers Grain Co. at Fernald.

Plover, Ia.—M. Anson, of Marshalltown, has succeeded H. H. Grove as mgr. for the Farmers Grain Co. at this place, Mr. Grove resigning his position because of having purchased an interest in the elvtr. of the Wilson Grain Co.

Marble Rock, Ia.—Otis Day, formerly in the grain business at this place and Goodell, has closed up his affairs to accept a position in the forestry division of government service. He will probably be located in the Wisconsin woods.

Allison, Ia.—Our elvtr. was struck by lightning, July 25, and slightly damaged. We have since rodded the same. We are building an office and feed shed in connection with our elvtr., and will paint the latter this summer.—Hill & Potter Grain Co.

Renwick, Ia.—B. P. Greenfield is the new mgr. here, having resigned his position as travelling solicitor for John E. Brennan & Co., whom he represented in Iowa for 2 years past. H. C. Hanson, former mgr., is not in the grain business now.—Renwick Farmers Exchange Co.

Dows, Ia.—Albert Emerson, a grain and lumber dealer here, was struck by a Great Western freight train recently as it backed up on a crossing. Mr. Emerson's automobile was completely wrecked, and he was so seriously injured that one leg had to be amputated.

Akron, Ia.—The corporation we have recently formed, the Miller Mfg. Co., is intended to take care of our wheat mill at this place only. This corporation will be separate and distinct from our mill and our corporation at Omaha.—Miller Cereal Mills, Ed. S. Miller, Omaha, Neb.

Leroy, Ia.—The Leroy Lbr. Co. incorporated; capital stock, \$20,000; incorporators, J. Emerson Dodds, Daniel E. Brown, and George M. Livengood; to deal in lumber, building material, coal, and general merchandise, and also to deal in grain and feed, and to operate an elvtr. and warehouse.

Mason City, Ia.—Thirty grain dealers met at the Chamber of Commerce, July 25, to discuss the new regulations of the Food Administration Grain Corporation. George A. Wells, of Des Moines, sec'y of the Western Grain Dealers Ass'n and a member of the National Advisory Grain Board, conducted the meeting.

North English, Ia.—We are now operating 7 elvtrs. at Gibson, Martinsburg, Crawfordville, Buchanan, Sou Falls, Swisher and Konigsmark. This spring we acquired the house at Buchanan from the King-Wilder Grain Co., and from E. J. Wood, three houses at Sou Falls, Swisher and Konigsmark on the interurban.—H. Harrington, sec'y, Home Lumber Co.

Birmingham, Ia.—Stanley Kerr has sold his elvtr. and grain business to the Birmingham Farmers Union, which has taken possession. J. M. Brown, mgr. for the new owners, will move to Fairfield to live about Sept. 1.

Truesdale, Ia.—A. J. Wilson, of the Wilson Grain Co., who recently purchased the elvtr. of the DeWolf & Wells Co. on the M. & St. L. R. R. at this place, will commence at once the erection of a 35,000-bu. up-to-date elvtr. here, the old one to be used as a storehouse.—Wilson Grain Co., M. T. Fletcher, agt.

Taintor, Ia.—J. E. and Paul Johnson, of Oskaloosa, have purchased the elvtr. of the Taintor Elvtr. Co., of which H. B. McVeigh was proprietor. Mr. McVeigh was forced to sell the elvtr. on account of his sons being called into service, one of them, H. H. McVeigh, having had charge of the business. The elvtr. has opened for business with Paul Johnson in charge.

Hampton, Ia.—The new and nearly fire-proof elvtr. of the Farmers Elvtr. Co. was struck by lightning, July 22, and a large part of the interior was destroyed by the fire that followed. The damage to the building will be about \$2,000, fully covered by insurance. There were about 2,300 bus. of oats in the building, and 300 bus. of corn, but none of the grain was damaged by fire or water. This is the third fire the company has had.

Barnes City, Ia.—The little son of Horace Boatenhammer, of North English, fell into the loading bin of the elvtr. of the Farmers Elvtr. Co. at this place recently. The machinery was in motion and he was drawn down into the oats, of which there were about 500 bus. in the bin, and to the spout where the oats come out into the car. A large hole had to be made in the side of the building before he could be gotten out. He was dead when they found him.

Rake, Ia.—The elvtr. of the Davenport Elvtr. Co. at this place was struck by lightning recently and set on fire near the peak of the roof of the cupola. The bolt of lightning went down thru the whole building, doing damage at a number of places. It followed the cup belt clear down into the grain pit below, and damaged the belt considerably. The promptness of several men in reaching the building, and breaking open the door, and their quick work with a few pails of water put the fire out before it made much headway.

Mondamin, Ia.—H. J. Shaffer, of Hooper, is agt. for the Trans-Mississippi Grain Co. at this place. On July 26, a leaky engine pipe caused a fire in the elvtr. Mr. Shaffer had run the engine all the afternoon, getting it quite hot. He went to start it again after returning from supper, and in throwing on the switch beside the engine a spark ignited some oil which had leaked on the floor, and in a second the whole engine room was ablaze. Thru coolness and presence of mind Mr. Shaffer saved the elvtr. by taking a scoop shovel and throwing dirt on the blaze, and it was soon extinguished.—J. M.



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MILWAUKEE



## KANSAS

Fort Scott, Kan.—The Goodland Mlg. Co. is repairing its elvtr. in this city.

Earleton, Kan.—We have no elvtrs. here, but have one grist mill.—X.

Copeland, Kan.—Thos. Rogers is the mgr. for the Farmers Elvtr. Co.

Broughton, Kan.—J. C. Carson has bot the grain business of Charles Hane.

Glasco, Kan.—The Farmers Elvtr. Co. has succeeded the Glasco Grain Co.

Oberlin, Kan.—The Oberlin Equity Exchange has bot the elvtr. of J. J. Jackson.

Dorrance, Kan.—The Wilson Mlg. Co. has opened its new elvtr., with Will Steinle in charge.

McCracken, Kan.—The Ryan Lbr. Co., which operates an elvtr. here, has installed a motor.

Rossville, Kan.—R. J. Ashby is now in charge of the elvtr. of the Golden Belt Elvtr. Co.

Centerview, Kan.—Lee Smith is now in charge of the elvtr. of the Southwest Grain Co.

Bancroft, Kan.—J. E. Wilcox will remodel his elvtr. at this place.—H. C. Hyder, mgr.

Belpre, Kan.—Frank Ward has succeeded C. S. Lair as mgr. for the Farmers Grain Co.

Munden, Kan.—John Kelley, formerly a merchant and stock and grain buyer in this city, died recently.

Sylvan Grove, Kan.—S. O. Frey has removed to Fowler where he is mgr. for the Farmers Elvtr. Co.

Phillipsburg, Kan.—The Farmers Union Elvtr. Co. is making alterations in its elvtr. and also repairing it.

Monmouth, Kan.—The elvtr. of the Farmers Union has been completed, and W. S. Leaman is mgr.

Cheney, Kan.—Mr. Bryan, formerly of Western Kansas, is now grain buyer for the Kramer Grain Co.

Sublette, Kan.—W. L. Cannon, formerly with the Hugoton Elvtr. & Whse. Co. here, has removed to Ingalls.

Ashton, Kan.—The elvtr. recently purchased by H. F. Probst was damaged by a recent heavy windstorm.

Olathe, Kan.—The Hadley Mlg. Co. is building a warehouse of 50 carloads capacity for wheat storage.

Reager sta. (Norton p. o.), Kan.—Henry Westerman has sold his elvtr. at this place to the Farmers Elvtr. Co.

Garland, Kan.—Both elvtrs. owned by the Larabee Flour Mills Corp. at this place were damaged by a tornado.

Whiting, Kan.—The Farmers Elvtr. & Supply Co. has installed a sheller, built a cob house and put in a motor.

Fontana, Kan.—We have installed new machinery in our elvtr. here.—Blaker Lbr. & Grain Co., Paul Holmes, mgr.

Canada, Kan.—We have built a new up-to-date 25,000-bu. elvtr. at this place.—Karl Ehrlich Grain Co., Karl Ehrlich.

Denison, Kan.—The elvtr. of the Farmers Union at this point is practically completed.—B. C. Ragan, Ragan Grain Co.

Blue Rapids, Kan.—A number of improvements are being made in the elvtr. of the Blue Rapids Mlg. & Elvtr. Co.

Bigelow, Kan.—The Farmers Co-operative Grain & Live Stock Co. is repairing its elvtr. and installing new equipment.

Lyndon, Kan.—Fred Anstaett has purchased the elvtr. of the Lyndon Grain & Elvtr. Co. from Robert and Carl Elmore.

Ray, Kan.—Our elvtr. at this place was recently overhauled and metal siding and roof applied.—Stafford County Flour Mills Co.

Valley Falls, Kan.—We have installed a 20-h.p. electric motor in our elvtr., also electric lights, and have made it up-to-date in every way.—Ragan Grain Co., B. C. Ragan.

Jetmore, Kan.—Ed. Osman, formerly of this place, has removed to St. John, where he is mgr. for the Farmers Grain & Coal Co.

Luray, Kan.—M. F. Bedard, formerly mgr. for the Shellabarger Mill & Elvtr. Co. at Damar, has been transferred to this place.

Macksville, Kan.—P. O. Davis has succeeded G. W. Van Horn as mgr. of the elvtr. of the Kansas Flour Mills Co. at this place.

Salina, Kan.—The Lee-Warren Mlg. Co., which operates a line of elvtrs., has changed its name to the H. D. Lee Flour Mlg. Co.

Midway sta. (Kanopolis p. o.), Kan.—The Geneseo Grain Co., of Geneseo, has opened an elvtr. at this station. Elmer Wilson is in charge.

Fort Scott, Kan.—Our elvtr. was damaged slightly by fire. The cob house, which is detached, was damaged more than elvtr.—Mead Grain Co.

Basil, Kan.—Have sold my elvtr. and coal bins at this place to the Independent Mlg. Co., of Kingman. Am not in business at present.—I. R. Blake.

Nashville, Kan.—The Farmers Union Elvtr. Corp., which recently bot the elvtr. of the Farmers Elvtr. Co., will build a 50-bbl. mill. E. H. Huey is mgr.

Wilsey, Kan.—The Farmers Union Elvtr. Co. is making extensive improvements in its elvtr. The roof on the west side has been raised to make more bins.

Randall, Kan.—The Hart-Bradshaw Lbr. & Grain Co. incorporated; capital stock, \$25,000; incorporators, J. S. Hart, C. W. Bradshaw, and L. S. Bradshaw.

Ellsworth, Kan.—The Ellsworth Mill & Elvtr. Co. is contemplating the erection of a \$200,000 plant in this city to replace the one burned several months ago.

Powhattan, Kan.—Chas. Kinnear has succeeded his father, J. H. Kinnear, as mgr. for the Kinnear Grain Co., the latter having retired from active business.

Natoma, Kan.—The elvtr. of the Shellabarger Mill & Elvtr. Co. here, which has been closed for the past winter, has been reopened with H. F. Richards in charge.

Fowler, Kan.—S. O. Frey, who was with the Farmers Elvtr. Co. at Sylvan Grove for 8 years, has removed to this place, where he is mgr. for the Farmers Elvtr. Co.

Greensburg, Kan.—E. P. Bradley and S. R. Ryan, of Hutchinson, have purchased the plant of the Greensburg Mill Co. and are making repairs. John Stephans will be superintendent.

Grainfield, Kan.—F. O. Hanson, formerly agt. for F. D. Sperry at this place, has removed to Topeka, where he is in charge of the terminal elvtr. of the Golden Belt Grain & Elvtr. Co.

Tyro, Kan.—The undersigned company has bot the elvtr. of the Tyro Supply Co. at this place. D. Mahaffey is in charge at the present time.—Southern Kansas Grain Co., Coffeyville.

Marion, Kan.—We have sold our plant at this place to the Marion Co-operative Equity Exchange, of which Nels Olson is pres., and C. C. Pierce, mgr.—Karl Ehrlich Grain Co., Karl Ehrlich.

Coffeyville, Kan.—A. T. Ragon, of the Rea-Patterson Mlg. Co., who recently resigned to open a grain office here, has returned to his old position with the mill.—Southern Kansas Grain Co.

Geneseo, Kan.—The Lyons Mlg. Co., of Lyons, has purchased the line of elvtrs. along the Mo. Pac. R. R., which belonged to the Geneseo Grain Co., whose headquarters are in this city. The elvtrs. are located at Ransom, Osgood, and this place.

Valley Falls, Kan.—Wm. Blake and his son, Frank Blake, have purchased a two-thirds interest in the elvtr. and grain business of B. C. Ragan at this place, North Cedar, and Boyle. Possession has already been given, and the new firm will be known as B. C. Ragan & Co.

Pearl, Kan.—We have been making only ordinary repairs in our elvtr. Some time ago we changed our power from 20-h.p. steam to 25-h.p. electric.—Pearl Town & Merc. Co., J. W. Taylor, sec'y.

Topeka, Kan.—F. D. Sperry has closed his house at Grainfield, where I was agt., and I have taken charge of the terminal elvtr. of the Golden Belt Grain & Elvtr. Co. in this city.—F. O. Hanson.

Parker, Kan.—Work has been started on the elvtr. of the Blaker Lbr. & Grain Co. The building will be 22x26 feet, and will have a capacity of 12,000 bus. There will be 10 bins and a storage room, 16x22 feet.

Ingalls, Kan.—I am the new mgr. for the Ingalls Co-operative Exchange, and commenced work here June 1. I have been with the Hugoton Elvtr. & Whse. Co., at Sublette, for the past 2 years.—W. L. Cannon.

St. John, Kan.—E. V. Osman has been employed as mgr. here. He was formerly with the Jetmore Co-operative Elvtr. Co. Our former mgr. is now "over there."—Farmers Grain & Coal Co., James Fitzgerald, sec'y.

Patterson, Kan.—The Farmers Co-operative Equity Exchange incorporated; capital stock, \$20,000; to buy and sell grain, coal, implements and merchandise; incorporators, T. S. Hunt, Geo. R. Hess, and B. Gibbons, all of Burrton.

Star Valley sta. (West Mineral p. o.), Kan.—The elvtrs. of the Kelso Grain Co., of Cherokee, at this place and West Mineral, have been purchased by the Farmers Union, of West Mineral. Harry Neath is the mgr. at this station.

Arkansas City, Kan.—The New Era Mlg. Co. will increase its storage facilities by the erection of 8 concrete bins, 24 feet in diameter and 80 feet in height, with a capacity of 250,000 bus. Contract has been let for the improvement.

West Mineral, Kan.—The Farmers Union Elvtr. Co. has purchased the elvtrs. of the Kelso Grain Co., at Cherokee, at this place and at Star Valley sta. (West Mineral p. o.).—Harry Trudgeon, mgr., Farmers Union Elvtr. Co.

Hudson, Kan.—We have constructed a new office at our plant in this city, and have also let contract for a fireproof warehouse, 60x80, with concrete floor and roof, and curtain walls of brick; loading docks and train shed at loading platform.—Stafford County Flour Mills Co.

Norton, Kan.—We formerly operated the Canon City, Colo., mill as the Peerless Flour Mills Co., a Colorado corporation, and also operated the mill here. We have now incorporated in the state of Kansas and taken over the Canon City business, withdrawing as a Colorado corporation.—Peerless Flour Mills Co.

Atchison, Kan.—E. R. Welch, formerly mgr. of the cash grain dep't of the Matchette-Orthwein Grain Co. here, has become mgr. of that dep't for the same company in Kansas City. He succeeds W. W. Young, who also formerly had charge of the cash grain dep't of the company here. Mr. Young goes to the Langenberg Bros. Grain & Hay Co. in Kansas City.

Chanute, Kan.—Marion Johnson, of Erie, has purchased the mill of Ridgeway & Son at this place. Lee Margrave, who has been employed by the last named company, at present will have charge of the business for Johnson & Son, of which firm Marion Johnson is a member. The company now has elvtrs. at Erie, Shaw and this place.

Claffin, Kan.—The Universal Mill & Elvtr. Co. incorporated; capital stock, \$100,000. W. B. Pickerell, who has been the owner of the Universal Mill Co. for some time, recently sold his mill and elvtr. at this place and at Red Wing, to a corporation of Salina men, who have incorporated under the name of the Universal Mill & Elvtr. Co. Mr. Pickerell is interested in the Roehen Grain Co. of Kansas City, and in the future will look after the outside interests of this firm.



## WICHITA LETTER.

O. E. Bedell is the first member of the Board of Trade to be called into active service. He left Aug. 5 to go to Camp Funston for training.—R. B. Waltermire, Sec'y, Board of Trade.

Gerome V. Topping, who has been in the office of C. V. Topping for several years, has accepted the position of mgr. for the western station dep't of the Rea-Patterson Mfg. Co. with headquarters in this city.

Grain men in this city are asking the railroads to allow 24 hours' extra time for inspecting cars of wheat on track here, and thus relieve heavy demurrage charges. George Ross, chief grain inspector, was here recently, in conference with local grain men on supplying more inspectors for this city. More than 50% of the cars of wheat received on this market are subject to demurrage charges before they can be unloaded, it is said, because of delay in inspection. Mr. Ross promises to have more inspectors appointed for Wichita at once.

## KENTUCKY

Frankfort, Ky.—We have bot the grain elvtr. of W. A. Gaines & Co. in this city. Geo. M. Allen is pres. of the company, and E. A. Hoffman is sec'y and gen'l mgr.—Franklin Grain Products Co.

Henderson, Ky.—In order to wreck the tall tower of the elvtr. of A. Waller & Co., which was destroyed by fire last winter, dynamite has been used lately. It is not known at this time whether or not a new elvtr. will be built to replace the old one.—C.

## LOUISIANA

Morse, La.—The Liberty Rice Mills, Inc., is constructing a new mill here. Alex. Brown is head of the new company, and J. O. Fremaux is sec'y-treas.

## MARYLAND

Baltimore, Md.—Samuel H. Gressitt and Dudley G. Roe have been admitted to membership in the Chamber of Commerce. M. L. Jenks has made application for membership, and Edwin B. Wyman has transferred his membership to Samuel H. Gressitt.

## MICHIGAN

Wayne, Mich.—Stellwagen & Snyder have succeeded the Wayne Mill & Produce Co.

Saginaw, W. S., Mich.—The Wolcott Grain Co. has increased its capital stock from \$9,000 to \$25,000.

Chesaning, Mich.—George Miller has been elected pres. of the Chesaning Farmers Elvtr. Co., and Robert Mate, sec'y.

Richville, Mich.—John L. Ortner, of the firm of Ortner & Hoerlein, died July 22 of a tumor on the brain, aged 57 years.

Charlotte, Mich.—John May has succeeded me as mgr. for the Square Deal Co-operative Ass'n at this place.—C. H. Kiplinger, Buffalo, N. Y.

Albion, Mich.—J. A. Richards resigned as mgr. July 1, and I succeeded him July 15. Mr. Richards remains pres. of the company.—B. H. Ellis, mgr., Albion Farmers Elvtr. Co.

Fairgrove, Mich.—We are the successors to F. H. Richardson & Co., Guy Hill is pres., H. W. Houghtaling is sec'y, and E. W. Aymer is mgr.—Fairgrove Farmers Co-operative Elvtr. Co.

The directors of the Thumb Shippers Ass'n met in Port Huron recently and elected the following officers: Pres., J. S. Falmer, Sebewaing; vice-pres., Joseph Frutchey, Cass City; treas., John C. Sweet, Sandusky; sec'y, E. A. Hess, Akron. The ass'n includes the produce, cattle, hay and grain shippers of Sanilac, Huron and Tuscola counties. Its object is to look after the interests of the shippers of the Thumb section, and it is proposed to secure the services of a traffic mgr.

Grand Rapids, Mich.—I am now located with E. L. Welman in this city.—H. Admiral.

Fountain, Mich.—The capacity of my new elvtr. will be 6 cars of grain. It will contain a frost proof basement for potatoes. I will handle beans, hay, potatoes, and all farm produce. Am located on the P. M. R. R., and will operate under the name of B. F. Brunke.—B. F. Brunke.

Bad Axe, Mich.—The new elvtr. and warehouse of the Bad Axe Grain Co., which was built to replace the one burned last winter, has been completed. The elvtr. proper is 30 feet square by 75 feet high, and is equipped with the latest machinery and appliances for handling, storing and taking care of all kinds of grain and seeds. Both kerosene engine and a motor have been installed so as to be sure to have power if the other gives out. Two loads of grain can be handled at one time. The warehouse, 30x100 feet, is in connection with the elvtr., and both elvtr. and warehouse are connected with the main office. A convenient office and waiting room has been built in the warehouse. A mouse and rat-proof flour room will be arranged in the warehouse.

Garland, Mich.—William Scott, Charles Carroll, and John and James Purvis of this place, have secured a temporary injunction restraining the recently incorporated Garland Co-operative Elvtr. Co. from spending any more of the \$5,000 subscribed and paid in by stockholders. The company was formed a number of months ago for the purpose of buying the elvtr. of C. A. Croel at this point. The plaintiffs claim that the defendants made little or no effort to buy the property, but, instead, spent \$2,500 for a site for an elvtr. and planned on using the remainder of the money for putting up an elvtr. The plaintiffs charge that the defendants have misrepresented matters, and that altho 100 farmers subscribed for stock, many of them refused to pay for it because of the alleged misrepresentations.

## MINNESOTA

Stacy, Minn.—F. E. Lilja is building an addition to his elvtr.

Cambridge, Minn.—H. B. Hilton is sec'y-mgr. for the Cambridge Mlg. Co.

Raymond, Minn.—The Farmers Elvtr. Co. is making extensive repairs in its elvtr.

St. Clair, Minn.—The Farmers Elvtr. Co. has installed a wheat separator in its elvtr.

Delavan, Minn.—Ed. Ronning is now in charge of the elvtr. of the Farmers Elvtr. Co.

Delhi, Minn.—The Farmers Elvtr. Co. has purchased the elvtr. of the Pacific Elvtr. Co.

Renville, Minn.—Nelson Bros. Grain Co. has opened its elvtr. John Val Klein is in charge.

Hawick, Minn.—Martin Parsons has succeeded D. P. Jenks as mgr. of the Cargill Elvtr. Co.

Marietta, Minn.—C. P. Smith has charge of the business of the Great Western Elvtr. Co. at this place.

Brown Valley, Minn.—C. Aldrich has removed to Moorhead, where he is with the Baldwin Elvtr. Co.

Webster, Minn.—John Kiley has been elected pres. of the Farmers Elvtr. Co. and Fred Sprain, sec'y-treas.

Ihlen, Minn.—The elvtr. of the Farmers Co-operative Stock Co. was recently struck by lightning. The damage was slight.

Appleton, Minn.—M. Hanson, formerly mgr. for the Farmers Co-operative Elvtr. Co. at this place, has removed to Minneapolis.

Donaldson, Minn.—A. B. Peterson, formerly of Audubon, is now located at this place where he is mgr. for the Farmers Elvtr. Co.

St. Paul, Minn.—Emery Griggs, formerly a grain broker of this city, died July 26, at Las Vegas, N. Mex., following an attack of apoplexy.

Felton, Minn.—The Felton Elvtr. Co. has installed a new Fairbanks Dump Scale in its elvtr. and will use the old scale for weighing coal.

Dawson, Minn.—John A. Carlson has purchased the elvtr. formerly operated by D. K. Danielson, and owned by the Fairmont Fuel & Grain Co.

Carlton, Minn.—The mill of the Carlton Mill & Elvtr. Co. has done custom feed grinding heretofore, but flour machinery is now being installed.

Taopi, Minn.—George Owen, formerly with the Hunting Elvtr. Co. at Chester, Ia., is now with the same company at this place.—D. J. Davis.

Stanton, Minn.—F. H. Shepard, formerly of Northfield, has removed to this place where he has taken charge of the elvtr. of F. H. Shepard & Son.

Perley, Minn.—H. H. Eggar, formerly mgr. for the Farmers Elvtr. & Merc. Co. at Kragnes, is now located at this place where he has bot an elvtr.

Pipestone, Minn.—John Telford has succeeded Olaf Hegsted as mgr. for the Farmers Co-operative Elvtr. Co.—H. T. Fitzpatrick, agt., Northwestern Elvtr. Co.

Moorhead, Minn.—C. Aldrich, formerly agt. for the Cargill Elvtr. Co. at Brown Valley, has removed to this city, where he is now with the Baldwin Elvtr. Co.

Duluth, Minn.—Adam G. Thomson, of A. D. Thomson & Co. on the Board of Trade, has won a second lieutenant's commission in the American production air service.

Audubon, Minn.—A. B. Peterson, formerly with the Audubon Farmers Elvtr. Co. at this point, is now in charge of the elvtr. of the Farmers Elvtr. Co. at Donaldson.

Wheaton, Minn.—S. O. Wingo, formerly of Chelsea, S. D., has succeeded H. B. Erickson, who has removed to Viborg, S. D., as mgr. for the Farmers Co-operative Elvtr. Co.

Willmar, Minn.—The Farmers Elvtr. Co. has purchased the old mill lots, now used as a hay market, with the idea of using them eventually for an extension of its business.

Browns Valley, Minn.—The Equity Elvtr. Co. is repairing its elvtr. and installing new equipment and a second leg.—F. A. Monroe, mgr. Browns Valley Farmers Elvtr. Co.

Castle Rock, Minn.—P. C. Dilley, formerly mgr. for the Farmers Co-operative Elvtr. Co. at this place, has removed to Pillsbury, N. D., where he is mgr. for the Farmers Elvtr. Co.

Clitherall, Minn.—E. N. Nelson, mgr. of the Clitherall Grain Ass'n for a number of years, has bot the elvtr. of the Andrews Grain Co. at this place, and will start in business for himself.

Beaver Creek, Minn.—L. E. Cragg, son of H. S. Cragg, mgr. for the Farmers Elvtr. Co. at this place, is now located in Minneapolis, where he is in the office of Randall, Gee & Mitchell.

Westport, Minn.—J. Borgerding & Co. are repairing their elvtr. and getting things in shape for the new crop. We have also done some repairing and have lined up our elvtr. leg.—Monarch Elvtr. Co., O. E. Krueger, agt.

Hutchinson, Minn.—The Hutchinson Co-operative Elvtr. Co. is having the work rushed on a 24x36 addition to its elvtr., feed and flour warehouse. A spacious loading platform of concrete will also be constructed.

Duluth, Minn.—Ray R. Ebner, who has removed to Minneapolis, where he is mgr. of the office of Spencer Kellogg & Sons, has made application for the transfer of his membership in the Board of Trade to John T. Culhane.

St. Paul, Minn.—The grain elvtr. of C. C. Gray, in this city, with its contents, was damaged by fire to the extent of \$6,000 recently. Defective wiring or lighting is thot to have started the fire. The elvtr. contained 15,000 bus. of corn, oats and barley all of which were damaged by water.



Evan, Minn.—The elvtr. of the Evan Elvtr. Co., which was owned by Alfred Green of Morgan, changed hands July 15, when the Morgan Grain Co. took possession. A number of improvements will be made in the elvtr.

Northfield, Minn.—James Alexander has succeeded F. H. Shepard as mgr. for the Northfield Farmers Merc. & Elvtr. Co., Mr. Shepard having removed to Stanton, where he has taken charge of the elvtr. of F. H. Shepard & Son.

St. Paul, Minn.—The Hay & Grain Board elected J. A. Tierney, pres., George Fisher, vice-pres., and F. Knapp, treas., at the annual meeting held recently. The board has dispensed with the office of secretary as non-essential during the war.

Canby, Minn.—G. W. Van Dusen & Co. will begin the erection of a large cereal mill and flour warehouse about Aug. 15, which will make the combined capacity of the local mills 900 bbls. daily. The cost of the improvements will be about \$50,000.

Thief River Falls, Minn.—We have built a warehouse adjoining the elvtr. this summer. It is 1 story high, 24x40, and is intended to be used for the handling of flour and feed in connection with our grain business. The undersigned was secured for another year as mgr.—Farmers Exchange Elvtr. Co., P. E. Bergh, mgr.

Westport, Minn.—The Great Western Grain Co. of Minneapolis, has sold its elvtr. at this place to R. L. Smith, who operates an elvtr. at Villard. A flour and feed house will be erected at once and everything will be put in shape to handle the coming crop. Mr. Smith has taken possession, and John Hines will remain as agt.

St. Paul, Minn.—Twenty new elvtrs. have been acquired in North Dakota by the St. Paul Equity Co-operative Exchange of this city at a cost of approximately \$160,000. This makes a total of 24 elvtrs. purchased this summer in North Dakota at a cost of \$200,000. Twelve more are to be purchased in Minnesota and South Dakota by Sept. 1. at an estimated cost of \$100,000.

#### MINNEAPOLIS LETTER.

L. E. Cragg, of Beaver Creek, is now in the office of Randall, Gee & Mitchell in this city.

A traveling representative's license has been applied for by F. O. Sustad to represent the Keystone Grain Co.

Ray R. Ebner, of Duluth, has removed to this city, where he is mgr. of the office of Spencer Kellogg & Sons.

Harry Olson, a member of the firm of Johnson & Olson, has joined the colors and is now at Camp Wadsworth, S. C.

On account of crop failure at Cut Bank, Mont., I have quit the grain buying business, and have removed to this city.—Richard Teslow.

George M. Norton, formerly with the Exchange Elvtr. Co. of this city, has been commissioned a lieutenant in the U. S. Flying Corps.

Samuel Phillips, formerly with the Hallett & Carey Co. of this city, has removed to Indianapolis when he will engage in the grain business.

Lewis H. Clough, Jr., who has been on the grain selling staff of the Osborn-McMillan Elvtr. Co. for a number of years, is now with E. L. Welch & Co.

The United Mlg. Co. is contemplating installing ball bearings, boots, conveying machinery, motors, vertical burr mill, scales, and wagon dump in its elvtr. and building storage tanks.

M. C. Johnson, at one time traveling solicitor for F. M. Davies & Co., and until recently traveling representative for the Fraser-Smith Co., is now with McDonald & Wyman of this city.

Fred Hallberg, of Montevideo, has purchased a membership in the Chamber of Commerce, and the following requests for transfer of memberships have been posted: A. B. Harlan to Guy H. Walker; Samuel Phillips to F. A. Hallett; C. E. Anderson to J. P. Kelso; H. C. Olson to Fred Hallberg; George J. Reed to Andrew J. Peterson.

D. H. Smith, formerly traveling auditor for G. W. Van Dusen & Co., at Miller, S. D., has removed to this city, where he will be assistant mgr. in the general offices of the same company.

Ten elvtrs. owned by the State Elvtr. Co. have been transferred to the Powers Elvtr. Co., giving the latter a total of 57 elvtrs. in this state. Martin Paulson will be retained as buyer and mgr.

On June 1 we opened an office in this city, and at present are erecting a warehouse from which we will make shipments of mixed cars of flour and mill feed.—Inter-State Flour & Feed Co., Omaha, Neb.

J. C. Weimer who was mgr. for the Farmers Elvtr. Co. at Plankinton, S. D., for 2 years, is now traveling representative for the Godfrey-Blanchard Co. of this city. His territory will be northwestern Iowa and South Dakota.

#### MISSOURI

Salem, Mo.—A. E. Dye has succeeded Dye & Buckner.

Perryville, Mo.—The Schaaf Elvtr. is being operated by Layton & Moore.

Curryville, Mo.—Hendrix & Lemon have bot the grain business of C. B. Sutton.

Lathrop, Mo.—Eddy & Sellars have leased the elvtr. of Frank Guyton at this place.

Ash Grove, Mo.—C. C. Daniel is in charge of the elvtr. of the John F. Meyer Mlg. Co.—X.

Overton, Mo.—W. J. Woolridge will erect a frame and concrete 2-story elvtr., 20x30 feet. It will cost \$2,500.

Eldon, Mo.—N. E. Harvey, proprietor of the Eldon Roller Mills, has his new elvtr. and dump scales in operation.

Urich, Mo.—The Urich Farmers Elvtr. Co. incorporated; capital stock, \$6,000; incorporators, T. W. Wells, P. C. Ewing and J. B. Gillilan.

Kearney, Mo.—J. D. and T. H. Henderson have dissolved partnership in the Henderson Mlg. Co. and T. H. Henderson has taken over the business.

Hawk Point, Mo.—The Hawk Point Elvtr. Co. has been organized with a capital stock of \$15,000, and has bot the elvtr. of W. F. Lanwehr for \$10,000.

Vandalia, Mo.—The Vandalia Farmers Elvtr. Co. has been organized by Jeff D. McCane, R. P. Keith and Camp Heim. The new company contemplates erecting an elvtr.

Conception Junction, Mo.—B. V. Kirby, of Bucyrus, Kan., and W. W. Young have bot the elvtr. of the P. D. Blake Grain Co. at this place. The new firm will be known as the Conception Elvtr. Co. and Mr. Kirby will be mgr.

St. Joseph, Mo.—Allen T. West, sec'y of the Grain Exchange, has resigned his position, the resignation to take effect Aug. 15, to become traffic mgr. for the Grain Belt Mlg. Co. His successor has not yet been named.

Troy, Mo.—The Farmers Elvtr. & Supply Co. has purchased the elvtr. of the Troy Commercial Co. at this place, and the elvtr. of the Sam Stephenson Estate at South Troy, and are operating both under the name of the Farmers Elvtr. & Supply Co. The writer, formerly of Jonesburg, is mgr.—F. A. Walton.

Adrian, Mo.—We are a body of farmers incorporated for \$25,000 to do a general elvtr., supply and selling business, and to handle all kinds of farm products. As yet we have not built our elvtr. and storage houses, but are going forward as fast as we can.—Adrian Elvtr. & Supply Co., John Dever, pres.

Republic, Mo.—The Rea-Patterson Mlg. Co. of Coffeyville, Kan., purchased the plant of the Langenberg Mlg. Co. on June 9. The elvtr. at Republic, as well as the elvtrs. of the company at Monett, Exeter, Wentworth and Sarcoxie will all be handled in connection with the mill in this city. Our elvtr. here holds in the neighborhood of 100,000 bus. and is located on the Frisco Ry.—Rea-Patterson Mlg. Co., J. K. Woodfill, mgr.

Passaic, Mo.—The Farmers Club, which recently took over the elvtr. of the Passaic Elvtr. Co. and will retain the name, has increased its capital stock from \$5,000 to \$15,000.

Springfield, Mo.—The Springfield Flour & Feed Co. incorporated; capital stock \$50,000. Geo. W. Hoyland is pres. of the new company, J. H. Staley is sec'y and J. A. Tindle, treas. and gen'l mgr. We operate an elvtr. and a chop and meal plant, and do a general jobbing and brokerage business.—Springfield Flour & Feed Co.

Mexico, Mo.—J. L. Frederick has resigned as pres. of the Missouri Grain Dealers Ass'n and J. S. Klingenberg, of Concordia, our vice-pres., will act as pres. until the next annual election. Mr. Frederick resigned because he could not do justice to the office of pres. on account of his new business venture in St. Louis, which will take all his time.—D. L. Boyer, sec'y.

#### KANSAS CITY LETTER.

We have retired from business.—Moss Grain Co., C. P. Moss, pres.

Tracy L. Cockle, treas. of the Aylesworth Grain Co., has resigned his position.

Huffine Bros. have removed from the Livestock Building to the Glover Building in this city.

The vote on the advance in the treasury price of original memberships in the Board of Trade was 185 for and 15 against.

W. B. Pickerell, who recently sold his mill and elvtr. at Claflin and Red Wing, Kan., is now interested in the Roehen Grain Co. in this city, and will look after the outside interests of that firm.

C. C. Randall, who has been inspector under James Russell of the Board of Trade Inspection Dep't for 4 years past, is now with the Morrison Grain Co. as traveling representative of the company in territory near this city.

I. H. Blood, Oscar T. Cook, C. S. Leach, and Edgar R. Welch, have been admitted to membership in the Board of Trade. L. R. Stevens, Otto Swaller, F. R. Warrick and F. W. Langenberg have transferred their memberships.

At a special meeting of the board of directors of the Board of Trade, held July 26, it was voted to increase the charge for sampling from 25c to 40c per car. This was done with the hope of making the sampling dep't self sustaining.

D. H. Kresky has made application for membership in the Board of Trade on transfer from Samuel Hardin, of Wichita, Kan. Mr. Hardin, who retired some time ago owing to ill health, was one of the oldest members of the Board of Trade.

Elvtr. companies in this city are having some difficulty with employees since the organization of a union recently. Elvtrs. that can supply their workers with overtime, which commands 50% more than the regular 8-hour day, find no trouble in obtaining sufficient laborers, while the elvtrs. that give only 8 hours work are short-handed.

E. R. Welch, formerly mgr. of the cash grain dep't of the Matchette-Orthwein Grain Co. at Atchison, Kan., is now mgr. of that dep't for the same company in this city. Mr. Welch succeeds W. W. Young, who also formerly had charge of the cash grain dep't at Atchison. Mr. Young goes to the Langenberg Bros. Grain & Hay Co. in this city.

At a special meeting of the Board of Trade the following resolutions were passed: "Resolved, that on sales of wheat to the United States Grain Corporation, that were made on Aug. 3, also for sales during the three days Aug. 5, 6 and 7, it will not be construed as a violation of Section 10, Article 15, of the rules and regulations, for members to accept Chicago official weight in settlement; also be it resolved, that such settlement shall be construed as satisfying contracts made on basis of Kansas City weights. It is understanding that the United States Grain Corporation will advance 90 per cent of the value of the grain on delivery of proper papers.



Changes in the commission rates on futures have been made by the Board of Trade by amending paragraph (k), Sec. 9, Art. XXI, so that the first sentence shall read as follows: "In addition to the rates of commission prescribed in this article, all legitimate expenses, such as demurrage, sampling, weighing, inspection, storage, insurance, exchange, interest (at not less than 6% per annum), elevation, etc., incurred in the handling of and caring for property bot or sold for a commission charge, shall be charged to the party or parties for whom the property is handled; it being the intent of this rule that the net amount received for performing the service shall be the prescribed commission." (The second sentence to remain as it is.)

At a special meeting of the board of directors of the Board of Trade, held July 26, the following resolution was adopted: "Whereas, On account of the congestion of all kinds of loaded cars, especially wheat, in inbound grain carrying railroad yards, this congestion at this time being so bad that certain lines are holding grain back in the country, also on account of the labor situation at all elvtrs, and the very great possibility of absolute or at least a partial embargo at Kansas City; therefore, be it resolved, That it will not be considered a violation of Sec. 10, Art. 15, of our Rules and Regulations, if such cars of wheat now in the yards, and ordered previous to today for transfer and shipment, when destined to points where Missouri, Minnesota, Chicago or Milwaukee Official Weights can be obtained be forwarded and settlement between buyer and seller made on such destination weights, and such settlement shall be construed as satisfying contracts made on basis of Kansas City weights. Buyers wishing to take advantage of above resolution should advise the seller at once in writing. It is distinctly understood that the above resolution only applies to cars ordered previous to July 26."

The following rates of commission have been established by the Board of Trade: Amend paragraph (c), Sec. 9, Art. XXI, to read as follows: The following rates of commission shall be charged for buying and shipping on order, excepting that the amounts charged shall not exceed the maximums nor be less than the minimums as prescribed: Wheat 1% of purchase price; Rye, barley, ear corn, snapped corn, 1% of purchase price; maximum, 1½c, minimum, 1c per bu. Screenings, 1% of purchase price; maximum, 2c, minimum, 1c per bu. Shelled corn, 1% of purchase price; maximum, 1c, minimum, ¾c per bu. Oats, 1% of purchase price; maximum, 1c, minimum, ½c per bu. Amend the first part of paragraph (d), Sec. 9, Art. XXI, to read as follows: In case of trading between members of this ass'n, the following rates of commission shall be charged on consignments sold on this market or for buying and shipping on order, excepting that the amounts charged shall not exceed the maximums nor be less than the minimums as prescribed. Wheat, ¾% of selling or buying price. Rye, barley, ear corn, snapped corn, ¾% of selling or buying price; maximum, 1¼c, minimum, ¾c per bu. Screenings, ¾% of selling or buying price; maximum, 1½c, minimum, ¾c per bu. Shelled corn, ¾% of selling or buying price; maximum, ¾c, minimum, ½c per bu. Oats, ¾% of selling or buying price; maximum, ¾c, minimum, ¾c per bu.

## ST. LOUIS LETTER.

The writer has taken charge of the cash grain end of the business of Ichtertz & Watson.—Philip A. Stephens.

The J. L. Frederick Grain Co., of St. Joseph, has opened offices in the Pierce Building in this city, and will do a general grain business.

M. F. Forsythe, formerly with the West Tennessee Grain Co., of Memphis, Tenn., has removed to this city where he is now one of the force of W. J. Edwards & Co.

James Russell, William H. Toldt, of Litchfield, Ill., Thomas F. O'Meara, Walter H. Baldorf, and William T. Keith have been admitted to membership in the Merchants Exchange.

A new grain firm, which will operate under the name of Dannen-Fieldler, will soon open offices in this city. Mr. Fieldler, of the new firm, has been St. Joseph representative of the Marshall Hall Grain Co. for some time and is well known to the grain trade here.

The Board of Directors of the Merchants Exchange have been petitioned that in order to prevent evasion of the present commission rule on wheat, that in accordance with rule XXII, an order of the Board of Directors be made that no bids shall be made by members on wheat to arrive, unless 1½c per bu. be first deducted from current quotations or fixed prices.

## MONTANA

Gibson, Mont.—A grain elvtr. will be erected here.

Ronan, Mont.—Stanley Searce is contemplating installing new spouting in his elvtr.

Hysham, Mont.—I am now mgr. for the Equity Co-operative Ass'n at this place.—C. O. Cook.

Barber, Mont.—The Farmers Elvtr. Co. of Barber has been making repairs in its house.—W. A. Clark, mgr.

Hardin, Mont.—The Farmers Union Ass'n is contemplating installing a dust collector in its elvtr.

Lewistown, Mont.—I have removed from Collins to this place where I am now running an elvtr.—R. J. Mitchell.

Bynum, Mont.—Harry King has been elected pres. of the Equity Co-operative Ass'n, and Adolph Saterlio, sec'y-treas.

Hobson, Mont.—The elvtr. of H. T. Goodell, which was struck by lightning recently, was only damaged to the extent of \$50.

Enid, Mont.—I have accepted a position as mgr. for the International Elvtr. Co. here. Was formerly at Ayr, N. D.—C. A. Barnett.

Collins, Mont.—R. J. Mitchell, formerly agt. for the Montana Central Elvtr. Co. at this place, has removed to Lewistown, where he is running an elvtr.

Cut Bank, Mont.—Richard Teslow, formerly agt. for the International Elvtr. Co. at this place, has given up grain buying owing to crop failure and has removed to Minneapolis.

Cascade, Mont.—The Cascade Mlg. & Elvtr. Co. is making extensive improvements at the mill, which is now idle and will remain so until the new crop commences to come in.

Moiese Siding (no p. o.), Mont.—Stanley Searce, grain dealer at Ronan, is building a grain station and scales at this place to facilitate the handling and loading of grain raised in the Moiese valley.

Shawmut, Mont.—The American Society of Equity will buy the elvtr. at this place, or erect a new one. If the old one is taken over new cleaning machinery will be installed. Binder twine, wire, etc., will be handled.—R. E. Freeman, Progress.

Cascade, Mont.—Jared Watkins, mgr. of the State Elvtr. Co. with headquarters in this city, received the news of the death of his son, Lieut. Charles Lloyd Watkins, in France recently. Lieut. Watkins was killed at the flying field in Issoudun, June 23, when the airplane which he was driving took a sudden nose dive at an altitude of about 400 feet. He was instantly killed and the machine he was driving was a complete wreck.

## NEBRASKA

North Bend, Neb.—A. J. White is now with the Farmers Union Co-operative Co.

Cowles, Neb.—W. C. Sirrs has taken charge of the North Elvtr. here.

Parks, Neb.—M. H. Hiner, formerly of this place, has removed to Enders.

Ponca, Neb.—The Farmers Union Ass'n has bot the elvtr. of A. H. Hillis.

Friend, Neb.—Ben Dillin is now employed in the elvtr. of the Central Granaries Co.

Western, Neb.—Owen Miller is now employed at the elvtr. of the Western Elvtr. Ass'n.

Orchard, Neb.—S. B. Whitmore is now mgr. for the Farmers Union Co-operative Co.

Tekamah, Neb.—Don Cammell is the new mgr. for the Farmers Grain & Live Stock Ass'n.

Cottonwood, Neb.—The Farmers Elvtr. Co. will begin the construction of a new elvtr. at once.

Ruskin, Neb.—The Wright-Leet Grain Co., of Lincoln, have opened their elvtr. with John Strobehn as mgr.

Hampton, Neb.—Charles Peitsch is now working for us.—Hampton Elvtr. Co., Gus Eberhard, mgr.

Randolph, Neb.—Earl Scriptor has succeeded J. A. Sullivan as mgr. for the Atlas Elvtr. Co.

Verona, Neb.—The Farmers Union Co-operative Ass'n has installed an engine in its east elvtr.

Hoskins, Neb.—George Klein, of Norfolk, has succeeded August Ruhlow as mgr. for the Farmers Elvtr. Co.

Grand Island, Neb.—We purchased the C. B. & Q. Elvtr. in this city.—Highland Grain Co., Jay L. Highland.

Friend, Neb.—The Wilsey Grain Co. took charge of the elvtr. of P. J. Mullin July 1, and I am agt.—John W. Ahern.

Albion, Neb.—Frank Heiden, of Omaha, has succeeded August Rathjen as mgr. for the Albion Elvtr. Co.

Lorenzo, Neb.—The Farmers Union Co-operative Co. will install a car mover, and grain testing apparatus in its new elvtr.

Wausa, Neb.—The Farmers Elvtr. Co., of which Leonard Johnson is mgr., will install a set of large scales in its elvtr.

St. Libory, Neb.—Lawrence Trentman has resigned as mgr. for the Union Grain Co. to accept a position as mail carrier.

Red Cloud, Neb.—The Farmers Union has purchased the elvtr. of the Duff Grain Co. at this point.—Amboy Mlg. & Elvtr. Co., J. S. Frisbie.

Enders, Neb.—I have removed from Parks to this place, where I am in charge of the elvtr. and yard of the F. C. Krotter Co.—M. H. Hiner.

Hastings, Neb.—Fred W. Elder, who recently went to Tulsa, Okla., was only there for a short time, and has now returned to this city.

Kimball, Neb.—The Kimball Mill & Elvtr. Co. is enlarging its building, and will increase the capacity from 10,000 bus. to 20,000 bus.

Dixon, Neb.—Warren Hand, formerly of Lodgepole, has removed to this place, where he will be mgr. for the Farmers Elvtr. Co.

Richfield, Neb.—The Farmers Union Elvtr. Co., incorporated; capital stock, \$25,000; Henry Seibold, pres., A. E. Stoff, sec'y-treas.

South Ravenna sta. (Ravenna p. o.), Neb.—W. D. Gray, of Kearney, will open up the elvtr. at this station, owned by Mr. DeWort, of Kearney.

Callaway, Neb.—Will Reeder, mgr. for the Farmers Elvtr. Co., recently received an injury to his leg by getting too close to a gasoline engine.

Dannebrog, Neb.—The Farmers Union Co-operative Ass'n will start building a new elvtr. and warehouse in a few weeks.—L. H. Sorenson, pres.

Big Springs, Neb.—The Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, T. J. Rallens, James Brown, R. D. Eiker and others.

Wynot, Neb.—The Farmers Union Exchange incorporated; capital stock, \$15,000; incorporators, John Schnieders, Frank Becker, Casper Schulte and others.

Potter, Neb.—The Farmers Grain & Mlg. Co. has increased its capital stock to \$100,000, and has commenced the erection of an up-to-date brick office building, 16x32 feet.



Gordon, Neb.—The officers of the Farmers Grain & Produce Co. are George Standard, pres., and the writer, vice-pres. and gen'l mgr.—J. M. McGraw.

Irvington, Neb.—We built a co-operative store here, but no elvtr. and do not expect to build one at present.—Farmers Union Co-operative Ass'n, A. L. Anderson.

Dunning, Neb.—The Farmers Elvtr. Co. has been organized with Geo. Ocker, pres., and H. C. Cox, sec'y. The new company will build and operate an elvtr. here.

Ohio, Neb.—The Central Granaries Co. is having some repairs made in the east elvtr. The north wall has been rebuilt and the north half of the roof, reshingled.

Olean sta. (North Loup p. o.), Neb.—The Farmers Grain & Supply Co. has taken over the elvtr. of the Omaha Elvtr. Co. at this station. L. L. Oliver will be mgr.

Howells, Neb.—John Sanders, formerly of Humphrey, has removed to this place where he will take charge of the lumber and grain business of the Nye Schneider Fowler Co.

Crete, Neb.—The Crete Grain & Live Stock Ass'n will soon tear down the building formerly used as a beer vault, and on the site will erect a residence for the mgr. of the ass'n.

Shelton, Neb.—I am the successor to H. F. Freytag as mgr. for the Trans-Mississippi Grain Co. here. Mr. Freytag was transferred to Sidney to manage a branch office for the company.—P. H. Griffin.

Grafton, Neb.—Emmet F. Real, trading as the Real Grain Co. here for many years, has quit the grain business. He has been succeeded by his brother, James S. Real, who trades as the J. S. Real Grain Co.

North Loup, Neb.—The elvtr. of the Omaha Elvtr. Co. has been rented by the Farmers Grain & Supply Co. It has been cleaned up and made ready for the fall crop of grain, with Otto Hill in charge.

Tangeman sta. (Talmage p. o.), Neb.—The Baker-Crowell Grain Co. has sold out at this station to the Farmers Union Co-operative Ass'n. I am sec'y of the new company.—John H. Schacht, Cook, Neb.

Cook, Neb.—The Farmers Union Co-operative Ass'n, which is capitalized at \$25,000, has purchased the elvtr. and lumber yard of A. A. Tanner & Co. at this place, and has taken possession. H. R. Proffitt is retained as mgr.

Elm Creek, Neb.—The elvtr. at this place, formerly owned by the Omaha Elvtr. Co., but now owned by C. P. Pederson and E. L. Sutton, has opened for business under the name of the Elm Creek Grain & Hay Co. R. J. Mitchell will have charge.

Schuyler, Neb.—Chauncey Abbott, Sr., pres. of the Wells-Abbott-Nieman Co., died suddenly of heart trouble, July 27. Mr. Abbott, who was 61 years old, was apparently in the best of health until within an hour or so of the time he died.

Carroll, Neb.—A short time ago the elvtr. of the Bagley-Renard Co., of Bloomfield, at this place was sold to Frank Wallin, of Dixon. Mr. Wallin took possession at once, and is running the house himself.—T. Hagen, Bagley-Renard Co., Bloomfield.

West Point, Neb.—F. D. Sharrar, for many years mgr. for the Nye Schneider Fowler Co. at this place, and for the Farmers Co-operative Elvtr. Co. when the latter company bot the elvtr., resigned recently to accept a position in Sioux City, Ia.

Shelby, Neb.—F. M. Leabee, formerly mgr. for the Shelby Grain Co., will succeed Mr. Babcock as mgr. for the Farmers Elvtr. Co., and George Blevins, formerly mgr. for the Dawson Grain Co., will succeed Mr. Leabee as mgr. for the Shelby Grain Co., which arrangement leaves the Dawson Grain Co. without a mgr. at present.

Scotia, Neb.—The new elvtr. which the Scotia Farmers Grain & Supply Co. is building to replace the one burned down a short time ago, will be built thruout of tile, and will be absolutely fireproof. It will have two 20x40 circular bins divided into 4 compartments, which will be of tile. The office will also be constructed of tile.

Hoskins, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, Ernest Puls, G. F. Drevesen, Ed. Fuhrman and others.

Platte Center, Neb.—The new firm, Farmers Union Co-operative Co., is merely a mercantile company running a general store. It is owned by practically the same parties that run the Farmers Elvtr. Co., which is the only farmers elvtr. here.—X.

Melia sta. (Gretna p. o.), Neb.—The Latta Grain Co., of Tekamah, has bot the elvtr. at this station, and will run it the same as its other elvtrs. C. V. Thomas is the mgr. The elvtr. will be painted this season.—John Strasser, mgr., Latta Grain Co., Gretna.

Wann, Neb.—We have bot an old elvtr. here, formerly owned by the Railsback Grain Co. It is located on the C. B. & Q. Ry., is the only elvtr. here, and has a capacity of 2,000 bus. We may make some improvements a little later.—Farmers Co-operative Ass'n, B. W. Stites, mgr.

Scottsbluff, Neb.—The elvtr. of the Ferguson Elvtr. Co., which was ordered removed from the Burlington R. R. right of way, and which has been on rollers for nearly a week, has finally been placed upon the site it will occupy. R. C. White, local mgr., estimates the cost of moving the elvtr. at \$1,500.

#### OMAHA LETTER.

Emil Rothschild has been elected to membership in the Grain Exchange.

Walter H. Bailey, formerly with the Merriam & Millard Co., has removed to Sioux City, Ia.

E. E. Huntley, representative in this market of the J. Rosenbaum Grain Co., of Chicago, has succeeded Ed. Smith as a director of the Grain Exchange.

Boyd W. Carey, formerly a clerk in the office of George B. Powell, chief of the inspection and weighing dep't of the Grain Exchange, is now in a French hospital recovering from wounds received in recent fighting on the Western front.

J. L. Leopold, of the Leopold-Todd Grain Co. has formed a partnership with Guy Briggs, formerly mgr. for the Farmers Grain & Live Stock Ass'n at Coleridge, and the grain business which Mr. Leopold has been conducting here will be carried on while he is in the service of his country under the firm name of the Leopold-Briggs Grain Co.

The traffic dep't of the Grain Exchange has been advised that the Interstate Commerce Commission has denied the application of the Mo. Pac. R. R. for an increase in its switching charges at Omaha and South Omaha. Had the Commission granted the road's application it would have had the effect of advancing switching rates on grain moved via the Mo. Pac. as much as \$2.50 per car above the charges now made. The traffic dep't of the Grain Exchange filed a protest with the Commission against the proposed advance in rates.

The members of the undersigned firm are G. W. Miller and T. C. Wilson, the writer acting in the capacity of mgr., and Mr. Wilson, solicitor on the road. Only two parties interested and on an equal basis. In other words, we are running on a partnership plan. We are not incorporated, but expect to be before very long. We are not connected in any way with the Leopold-Todd Grain Co., any more than that we purchased their office and office equipment. Mr. Leopold enlisted and expects to leave us any day. He has changed the style of his firm to the Leopold-Briggs Grain Co., Mr. Briggs having charge in offices adjoining us. We have been established since July 1. Mr. Wilson has been in the elvtr. business for the past 15 years in this state, while the writer has been engaged in the cash and elvtr. option business for the past 7 years.—Miller-Wilson Grain Co.

#### NEW ENGLAND

Orange, Mass.—Orrin Sawyer, for the past 25 years mgr. for A. D. Potter, grain and coal dealer, committed suicide recently, by hanging.

Portland, Me.—The Portland Grain Co. has been incorporated with a capital stock of \$100,000, to deal in grain, feeds, cereals, and seeds. Ralph Morrill is pres. of the new company, and Charles P. Hatch will be treas. and clerk.—S.

Bridgewater, Mass.—A barn owned by the Eastern Grain Co. was struck by lightning and burned recently. The barn was used for the storage of baled hay, shavings and straw. Three large wagons and one horse were burned, the total loss being estimated at about \$5,000.

Whitman, Mass.—Extensive alterations are to be made in the plant of the Whitman Grain & Coal Co. An office is to be built on the front, the large platform scales are to be removed to another position, and when completed there will be an addition to the capacity of the mill.

#### NEW YORK

##### BUFFALO LETTER.

C. W. Goode, formerly in the grain brokerage business in this city, has removed to Toronto, Ont., where he is with C. Goode & Sons, Ltd.

J. E. Churchill, of late in the central milling division office of the U. S. Food Administration, at Toledo, O., will return to this city because of the closing of the office. He will again be identified with the Churchill Grain & Seed Co. here.

The Smith & Jenkins Grain Corporation incorporated; capital stock, \$25,000; incorporators, H. J. Smith, T. M. Jenkins, and J. A. Smith, to succeed Howard J. Smith and Smith & Jenkins. The new corporation will have offices in the Chamber of Commerce Building with Howard J. Smith, pres., and Thos. H. Jenkins, vice-pres.

The rate of the Lake Grain Elvtr. Ass'n on all sound grain received ex-lake, on and after July 22, will be as follows: Elevating, including 5 days' storage or part thereof, 1½¢ per ton; running over grain, ¼¢; delivery to side bin, ¼¢. All account charges on grain remaining in store on Apr. 1 of each year must be paid to that date, on or before the 15th day of April under penalty of ½¢ per bu. additional storage.

John V. Rose, floorman for E. W. Wagner & Co., was presented with a comfort kit, air pillow, waterproof money belt, and an engraved Swiss wrist watch, by the Corn Exchange, as reminders of his many friends during his long journey in army life. Mr. Rose left for camp, July 25, and in addition to the above mentioned gifts, he carried with him the best wishes of every member of the Corn Exchange.

#### NORTH DAKOTA

Adrian, N. D.—J. Hayes has succeeded J. P. Good as mgr. for the Farmers Elvtr. Co.

Flora, N. D.—E. C. Torgerson has taken charge of the elvtr. of the Great Western Grain Co.

Rolla, N. D.—Charles Rosscup is now agt. for the Great Western Grain Co. at this place.

Drake, N. D.—The Drake Farmers Grain & Supply Co. incorporated; capital stock, \$6,000.

Lawton, N. D.—Joseph Zahradka has been elected pres. of the Lawton Farmers Elvtr. Co. and W. J. Parke, sec'y.

Odessa, N. D.—We are installing a new cleaner this year.—Slope Grain Co., Christ Neuman, mgr.

Minto, N. D.—Ole Johnson, mgr. for the Grain Growers Elvtr. Co., has been called for service in the army.

Weaver, N. D.—A. A. Glock has succeeded H. C. Sorenson as mgr. for the Weaver Independent Elvtr. Co.

La Moure, N. D.—C. H. Kinney has been elected pres. of the Farmers Co-operative Elvtr. Co., and Murdock McLeod, sec'y.

Sentinel Butte, N. D.—G. W. McClosky and John Grimm have resigned their positions with the Farmers Elvtr. Co.



Ypsilanti, N. D.—Mr. Hendrickson, formerly of this place, is now mgr. for the Star Elvtr. Co. at Zap.

Grafton, N. D.—James Hanson has been elected pres. of the Farmers Co-operative Grain Co., and L. O. Torblaa, sec'y.

Sherwood, N. D.—A. A. Lane, formerly mgr. for the Farmers Co-operative Elvtr. Co., is no longer in the grain business.

Ayr, N. D.—C. A. Barnett, formerly of this place, has removed to Enid, Mont., where he is mgr. for the International Elvtr. Co.

Glen Ullin, N. D.—T. T. Bakke, formerly agt. for the Andrews Grain Co. at this place, has been transferred to Sykeston by the company.

Pettibone, N. D.—The Farmers Union Elvtr. Co. has let contract to the T. E. Ibberson Co. for repairs and alterations in its elvtr.

Sykeston, N. D.—The elvtr. of the Andrews Grain Co. has reopened with T. T. Bakke, formerly agt. for the same company at Glen Ullin, as agt.

Bremen, N. D.—W. J. Dargan, formerly mgr. for the St. Anthony & Dakota Elvtr. Co. at Hoople, is now mgr. for the same company at this place.

Cogswell, N. D.—Oscar Lee is now with the Norman & Johnson Elvtr. Co. of Peever, at this place, the company having bot an elvtr. here recently.

Grace City, N. D.—J. H. Jorgenson, formerly of Sheyenne, has removed to this place, where he will be mgr. for the Grace City Co-operative Elvtr. Ass'n.

Fonda, N. D.—O. A. Burgeson, formerly mgr. for the Farmers Elvtr. Co., at Overly, has removed to this place where he is in charge of the elvtr. of the Farmers Elvtr. Co.

Plaza, N. D.—Ed. Mertle has been employed as mgr. for the Plaza Equity Elvtr. Co., and Fred Christgau as buyer to succeed M. B. Ross, who resigned to enlist in the army.

Jessie, N. D.—The Jessie Elvtr. Co., which is a company from Inkster, bot the elvtr. of the Thorn Arndt Grain Co. at this place.—Jessie Farmers Merc. & Elvtr. Co., Otto E. Retzlaff, mgr.

Sheyenne, N. D.—J. H. Jorgenson, mgr. for the Sheyenne Elvtr. Co. since its organization 2 years ago, has removed to Grace City, where he will be mgr. for the Grace City Co-operative Elvtr. Ass'n.

Hoople, N. D.—S. H. Stewart, formerly mgr. for the St. Anthony & Dakota Elvtr. Co. at Starkweather, has been transferred to this place, where he succeeds W. J. Dargan, as mgr. for the same company.

Sharon, N. D.—Contract has been let for the rebuilding of the elvtr. of the Farmers Elvtr. Co. at this place. The new structure will have a capacity of 40,000 bus. and will be up-to-date in every particular.

Rock Lake, N. D.—I have accepted the position of mgr. for the Rock Lake Farmers Elvtr. Co. at this place. Was formerly in charge of the 50,000-bu. elvtr. of the Canadian Elvtr. Co. at Wiseton, Sask.—U. R. Davison.

Starkweather, N. D.—S. H. Stewart, formerly mgr. for the St. Anthony & Dakota Elvtr. Co., which recently sold its elvtr. at this place to the Starkweather Co-operative Elvtr. Co., has been transferred to Hoople by the company.

Lisbon, N. D.—At the annual meeting of the Farmers Elvtr. & Merc. Co., held recently, the by-laws of the company were amended, which placed it on a co-operative plan from now on. A. Billings was re-elected pres., and Harley S. Grover, sec'y-treas.

Overly, N. D.—The Farmers Elvtr. Co. has reincorporated, and will henceforth work under the pro rata plan. O. A. Burgeson, the former mgr., has taken charge of the elvtr. of the Farmers Elvtr. Co. of Fonda, and I have succeeded him here.—Emil I. Oustad.

Oakes, N. D.—The elvtr. of the recently organized Oakes Equity Elvtr. Co., which the new company recently bot from the Knox Grain Co. at this place, was burned to the ground July 31.—W. H. Hazzard, mgr., Norway Spur Equity Exchange, Norway Spur (Oakes p. o.).

Pillsbury, N. D.—P. C. Dilley, formerly mgr. for the Farmers Co-operative Elvtr. Co., at Castle Rock, Minn., has succeeded August Evert as mgr. for the Farmers Elvtr. Co. at this place. Mr. Evert is now located at Kennedy, Minn., where he bot the elvtr. of the Kennedy Grain & Supply Co.

Zap, N. D.—The Farmers Co-operative Co. has changed mgrs., the writer being in charge now. The company is installing a cleaner, and making other necessary improvements. Mike Bluett, who has been in charge of the elvtr. of the Star Elvtr. Co. at this place, has resigned and his place will be filled by Mr. Hendrickson, formerly of Ypsilanti.—G. D. Riesland.

Norway Spur (Oakes p. o.), N. D.—The farmers in this vicinity have bot the elvtr. and interests of the Atlantic Elvtr. Co. at this place, and are operating under the name of the Norway Spur Equity Exchange. They are installing a new Fairbanks Morse 15-h.p. engine, a large capacity cleaner, and a 1,250 bus. capacity Fairbanks Morse Automatic Scale. The writer, who last year was mgr. of an elvtr. for the Baldwin Corporation, of Appleton, Wis., near Fullerton, is mgr. for the new concern.—W. H. Hazzard.

Comstock sta. (Harlow p. o.), N. D.—Iver Hammerud, mgr. for the Farmers Elvtr. Co. at this place, was seriously injured in a 40-foot fall at the elvtr. July 30. Mr. Hammerud, who was alone in the elvtr. at the time of the accident, was unconscious when he was discovered lying crushed and bleeding on the floor. His left foot was crushed and it is believed that he was injured internally. He was taken to the Northwestern Hospital in Moorhead, Minn. Mr. Hammerud was at work getting the elvtr. in shape to receive grain, and had gone up in the manlift to do some work in the upper part of the house when the rope broke allowing him to fall to the floor.

## OHIO

Cleveland, O.—The Cuyahoga Grain Co. has succeeded the Hamilton Co. in this city.

Toledo, O.—John Larowe, of Rossford, and W. J. Perry have been elected to membership in the Produce Exchange.

Grayson sta. (Rex p. o.), O.—Detrick Bros. of this station, have been succeeded by the Detrick Grain & Merc. Co., a corporation with headquarters at Tippecanoe City.

Haskins, O.—Earl C. Keeler, sec'y-treas. of the Haskins Farmers Grain Co., has been called to the colors, and is now at the front. R. N. Schmyr is filling his position.

Atwater, O.—G. M. Snyder has succeeded A. H. Sanford as mgr. for the Farmers Elvtr. Co. at this place and Maximo, the latter having been called for service in the U. S. army.

Troy, O.—John K. Martin, who recently purchased the elvtr. of Clarence Roszell at this place, is contemplating installing new belting, motors, steel siding and roofing, and lining the bins.

Cleveland, O.—Waldemar Otis, formerly in the grain and elvtr. business in this city as a member of the firm of Otis & Son, died recently at his home in Brooklyn, N. Y., in his seventy-third year.

Toledo, O.—The central milling division office of the U. S. Food Administration, located in this city, has been discontinued. William S. Thompson, of the office, will identify himself with Southworth & Co., of this city, J. E. Churchill with the Churchill Grain & Seed Co., Buffalo, with which he was formerly connected, and B. U. Heltman with the Royster Guano Co., of this city.

Fostoria, O.—The Fostoria Farmers Exchange Co. will install a car-loader, and will also make other improvements.

Tippecanoe City, O.—The Detrick Mlg. Co. and the Tipp Grain & Coal Co. of this city, and Detrick Bros. of Grayson sta. (Rex p. o.), were merged into a corporation July 1, under the name of the Detrick Grain & Merc. Co.—J. F. Detrick, pres., Detrick Grain & Merc. Co.

Toledo, O.—Southworth & Co., received what they term "some fighter" recently, when a car of wheat containing 137,110 lbs., or 2,285 bus. 10 lbs. of wheat was received. The shipper made draft for \$4,850, and it is said to be the largest car of wheat ever received in this market.

Greenville, O.—The Greenville Mlg. & Elvtr. Co. is succeeding M. T. Barrett in the general milling and elvtr. business at this place. We shall continue in the same general line of business, and have planned no changes or betterments in the plant at present.—Greenville Mlg. & Elvtr. Co.

Cavett, O.—C. H. Brittner, of Delphos, has purchased a half interest in the grain elvtr. of H. G. Pollock of Middle Point, at this place. He will reside in Van Wert when he takes up active work in the elvtr. Mr. Pollock retains the other half interest in the elvtr.

Lima, O.—A meeting of country hay shippers of Ohio, Indiana and Michigan will be held here Aug. 13. Government representatives and officers of the National Hay Ass'n are expected to attend, and important subjects are to be discussed. Shippers of hay are invited to be present.—T. P. Riddle.

Antwerp, O.—Sherman Conn, of Van Wert, H. L. Frysinger and John Mosier, of Rockford, and A. Whitney, of Lima, have purchased the elvtr. of the Teegarden Grain Co. in this city. The business will be conducted under the name of the Conn Grain Co., and Mr. Conn, will remove here from Van Wert to manage the business.

## CINCINNATI LETTER.

We have increased our capital stock from \$40,000 to \$95,000.—A. C. Gale Grain Co.

The Bunting & Hill Co., and the Eikenberry-Fitzgerald Co., have been admitted to membership in the Grain & Hay Exchange. Louis Hehman and Chas. H. Droste have made application as associate members.

It is reported that Bingham, Hewitt & School, of Indianapolis, will purchase the elvtr. properties of the Stafford Grain Co. in this city. The elvtr., which was formerly owned by Gale Bros., will be overhauled and made up-to-date in every respect.

The Michigan Mlg. Co., of Ann Arbor, Mich., has bot suit against the Ferger Grain Co., of this city, for \$12,953, with costs for 3 years' interest. The suit is the result of an alleged breach of contract for the purchase of beans by the Ferger Grain Co.

Max Blumenthal, well known in the local grain trade, has reorganized his firm, and has started an extensive consignment business, handling hay, all kinds of grain and mill products. The hay dep't is in charge of Edw. A. Smith, formerly gen'l mgr. of the Union Grain & Hay Co.

Suit has been started against the Cincinnati Grain & Hay Exchange by the Felss Flour Mlg. Co., the milling company asking for \$10,000 damages because it was suspended from the Exchange until it pays to Perin Bros. an amount alleged to be due for cancellation of a contract. The Felss Mlg. Co. claims that the rules of the Exchange provide for punishment only after a majority of the Board of Directors has voted to find the accused guilty, and alleges the hearing was before less than a majority of the Board of Directors, and that the fixing of the amount of \$1,043.15 was arbitrary and in face of the fact that the company denied being at fault and declared Perin Bros. to have breached the contract. A temporary injunction has been granted against the suspension.



## OKLAHOMA

Perry, Okla.—Levy Wright is now in charge of the Red Star Elvtr.

Nardin, Okla.—H. S. Winter is now grain buyer for the Blackwell Mill & Elvtr. Co.

Pond Creek, Okla.—J. G. Meyers, formerly of Kingfisher, is mgr. of the elvtr. of E. W. Johnson.

Wagoner, Okla.—A. W. Beard has established an office here, and will buy hay and all kinds of grain.

Cherokee, Okla.—C. A. Boles, formerly agt. for the Cherokee Mills of the Kansas Flour Mills Co. at Aline, has removed to this place.

Cashion, Okla.—The Plum-Stadler Grain Co. incorporated; capital stock, \$10,000; incorporators, J. B. Plum, John Stadler, and N. Plum.

Forgan, Okla.—E. G. Beall, and his son, Theo. Beall, have bot the elvtr. of the Bolin-Hall Grain Co. at this place and Beaver. Theo. Beall will be in charge of the business here.

Enid, Okla.—E. O. Billingslea, of the E. O. Billingslea Grain Co., Frederick, has opened an office in this city. He will represent the Wichita Falls Grain & Elvtr. Co., as well as several Kansas City houses.

Ninnekah, Okla.—We handle all kinds of grain and feedstuffs and building material. The capacity of our elvtr. is 12,000 bus. D. H. Stephens is pres. of the company, and the writer is sec'y-treas.-mgr.—J. W. Duncan, Ninnekah Grain & Lbr. Co.

Beaver, Okla.—E. G. Beall, and his son, Theo. Beall, have purchased the elvtrs. of the Bolin-Hall Grain Co. at this place and Forgan. Mr. Horre, who was mgr. for the Bolin-Hall Grain Co. here, will remain in charge of the elvtr., and Theo. Beall will have charge of the elvtr. at Forgan.

Bartlesville, Okla.—The elvtr. in this city is being built by the writer, who has been connected with the Rea-Patterson Mfg. Co. of Coffeyville, Kans., for about 14 years as salesman. The firm name under which this elvtr. is being built and will be operated, is the Turner Commission Co. The elvtr. is being built by the White Star Co. and has a capacity of 4,500 bus., 24x80 feet storage, and will have electric power. It is located on the M. K. & T. Ry., and will be finished about Sept. 15.—C. E. Turner.

Oklahoma City, Okla.—We have leased the Terminal Elvtr. here, which has a capacity of 100,000 bus. We will have this house in shape to begin operations about Aug. 1. The house is equipped with a 100-ton track scale, and also a 100-ton hopper scale. We are having these track scales torn out and rebuilt subject to the test and approval of the railroad companies and the Western Weighing Ass'n. The house is well equipped with all kinds of machinery for cleaning and clipping grain. We are also installing an automatic sacker, and will be in a position to do any kind of work that our customers may want done. We will also store grain for the public, or for those desiring such services.—Dustin Grain Co., Inc., H. A. Calwallader, mgr.

## OREGON

Pendleton, Ore.—The interior of the offices of the Pacific Grain Co. in this city are being re-arranged and improved.

Elgin, Ore.—We are building a 60,000-bu. elvtr. on a concrete foundation. Will have the same ready for operation as soon as the machinery is received.—Elgin Flouring Mills Co., M. W. Kiddle.

Paxton, Ore.—D. M. Clark has completed arrangements for the construction of an up-to-date elvtr. to replace his warehouse. The farmers tributary to this place, have contracted with him to the extent of 10,000 acres, to deliver their grain to his elvtr. for a period of 3 years. The elvtr. will contain 10 bins with a capacity of 30,000 bus., an up-to-date wagon scale, and a recleaner with a receiving capacity of 1,500 bus. per hour. The cost will be approximately \$6,000.

Jordan, Ore.—A 125,000 bu. concrete elvtr. is being built at this place.

Portland, Ore.—J. W. Church, registrar for the State Grain Inspection Dep't, has succeeded Charles E. Porter as chief grain inspector.

Malin, Ore.—A new flouring mill and grain elvtr. will be erected at this place in the near future. A. Kalina is among those interested.

Klamath Falls, Ore.—We are constructing a concrete flour mill of 150 bbls. capacity, and a wood, cribbed elvtr. of 200,000 bus. capacity located on the Sou. Pac. Ry. They are equipped with electric power. The undersigned are the owners and operators.—Martin Bros.

## PENNSYLVANIA

Towanda, Pa.—The firm of Rundell Co., Inc., has no connection with our company.—Rundell & Co., Ed. Rundell.

Titusville, Pa.—The Kerr Mfg. Co. incorporated; capital stock, \$200,000; incorporators, Fred G. Kerr and others.

Towanda, Pa.—The Rundell Co., Inc., capital stock \$40,000; incorporators, J. F. Conniffe and others; to deal in grain.

Philadelphia, Pa.—Joseph W. Beatty, for many years a member of the Commercial Exchange, and its treasurer from 1908 until 1917, died July 22, aged 65 years.

Philadelphia, Pa.—Members of the Commercial Exchange are requested by H. D. Irwin, second vice-pres. of the Food Administration Grain Corporation, to issue a daily statement as to prices prevailing in the local market for various grades of wheat.

## SOUTH DAKOTA

Carthage, S. D.—I have purchased the elvtr. of W. C. O'Brien.—A. J. Murphy.

Winner, S. D.—The elvtr. which R. H. Kozitsky is building here is rapidly going up.

Worthing, S. D.—The firm of William Bradshaw & Sons at this place is now out of business.

Dell Rapids, S. D.—Mike Rooney has succeeded C. B. Zeek as mgr. for the McCaull-Webster Elvtr. Co.

Freeman, S. D.—A. A. Wollman will install a wagon dump scale and a spout holder in his elvtr.

Kampeska, S. D.—John Williams has succeeded Jack Morris as mgr. for the Farmers Elvtr. Co.

Chester, S. D.—We are contemplating installing a new cleaner in our elvtr.—Chester Farmers Elvtr. Co.

Peever, S. D.—The elvtr. of Norman & Johnson was recently struck by lightning, but the fire was put out.

Gregory, S. D.—The Gregory Farmers Elvtr. Co. is making extensive improvements for the handling of coal.

Mt. Vernon, S. D.—The plant of the Farmers Elvtr. Co. was struck by lightning recently, with but small damage.

Naples, S. D.—The Farmers Elvtr. Co., of which M. S. Reaney is mgr., has purchased the elvtr. of W. I. Thompson for \$5,500.

Chelsea, S. D.—We intend installing feed mills with a capacity of 100 bus. per hour.—Chester Farmers Elvtr. Co., Geo. A. Hurd, mgr.

Fairfax, S. D.—The Farmers Union Co-operative Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, A. E. Pike and Paul Krambeck.

Wecota, S. D.—The Farmers Elvtr. Co. of Wecota incorporated; capital stock, \$15,000; incorporators, Raymond Kellett, and Fred W. Holscher.

Pukwana, S. D.—Joe Miller has been elected pres. of the Farmers Elvtr. Co. and G. T. Purcell, sec'y. Nels Hints was engaged as mgr. again.

Lily, S. D.—N. S. Kvernes, sec'y-treas. of the Farmers Elvtr. & Merc. Co. at this place, resigned his position a short time ago to enlist in the army.

White Rock, S. D.—Emil Iverson has purchased the elvtr. of the S. E. Oscarson Co.

Cuthbert, S. D.—The plant of the Farmers Elvtr. Co. at this place has been bot by the Cuthbert State Bank. I will manage the house.—W. S. Broderick.

Huron, S. D.—Wm. McGaughy, who has been in charge of the mill at Miller for the past year, has resigned to be grain buyer for the Huron Mfg. Co. at this place.

Thomas, S. D.—The Farmers Elvtr. Co. has purchased the elvtr. of McBath & Sherin at this place. E. J. Sherin, who was mgr. for the company, will enter the hardware business here.

Miller, S. D.—D. H. Smith, formerly traveling auditor for G. W. Van Dusen & Co. at this place, will remove to Minneapolis, where he will be assistant mgr. in the general offices of the same company.

Peever, S. D.—J. A. Norby has bot a third interest in the elvtr. of the Johnson & Norman Grain Co. and the writer is the new mgr. for the Farmers Co-operative Co. of Peever, succeeding Mr. Norby.—Theo. N. Thone.

Hooker, S. D.—The Farmers Elvtr. Co. bot the elvtr. of Apland & Gunderson. It is located on the C. & N. W. Ry. and has a capacity of 40,000 bus. F. B. Hollman is pres. of the company, and Alfred Johnson is sec'y.—X.

Dallas, S. D.—The Farmers Elvtr. Co. is making extensive changes in its elvtr. A new leg, new dump, rope drive, and Hall Distributor are being installed, and general repairs are being made. The company is also building coal sheds.

Brookings, S. D.—Frank Kreemer, who resigned his position with G. W. Van Dusen & Co. after 36 years of continuous service, was presented with a handsome gold watch by the company as a token of the high esteem in which they held him.

Plankinton, S. D.—C. A. Earl, formerly mgr. for the elvtr. of Carl Furchner at this place, has succeeded J. C. Weimer as mgr. for the Farmers Elvtr. Co. Mr. Weimer has removed to Minneapolis where he is traveling representative for the Godfrey-Blanchard Co.

Dell Rapids, S. D.—The Farmers Grain Co. will soon have a fine new office building. The old frame structure has been torn down and a new brick building is being erected on the site of the old one. The Slaughter-Prescott Elvtr. Co. has succeeded the Wm. Slaughter Grain Co. at this place.

Raymond, S. D.—There is a new organization started here called the Raymond Co-operative Co. C. M. Bell is pres., and Lee Baldwin is sec'y. The new company bot the old elvtr. of the Atlas Elvtr. Co. at this place. It is not connected in any way with this company.—Farmers Elvtr. Co., Andy C. Ruddy, mgr.

Toronto, S. D.—The old Farmers Elvtr. Co. at this place has been dissolved and a new company called the Farmers Co-operative Co. has been organized. The new company bot the old elvtr. and the stock on hand. Ansel Soderman, formerly assistant mgr. at Bruce, is the new mgr.—Farmers Co-operative Co.

Chelsea, S. D.—The report that we have turned over our business to the Chelsea Farmers Elvtr. Co. is not true. We sold the elvtr. and coal sheds, which we operated last year, to the new company, but we have come into possession of the elvtr. of the Pacific Elvtr. Co., at this place, and are prepared to do business and take care of our customers' needs as we have always done.—Nonpartisan Elvtr. Co., H. W. Miller, pres.

## SOUTHEAST

Valdosta, Ga.—Work has started on the new grain elvtr. of the Valdosta Mill & Elvtr. Co.

Albany, Ala.—The Lyle-Taylor Grain Co. has removed its business office from the Kentucky Building to the Twin City Roller Mill, where the company will occupy commodious and up-to-date quarters.



Alexandria, Va.—The hay, grain and feed warehouse of the Alexandria Hay & Grain Co. has been completed.

Mobile, Ala.—The grain elvtr. of the Mobile & Ohio R. R. is now entirely rehabilitated and ready to handle grain for export. The elvtr. has a storage capacity of 13 cargoes of grain. There is an entire new equipment of machinery, electrically operated, and a new chute has been erected. In addition to the work on the elvtr. and the new chute, there has been a large amount of dredging in the 2 slips on either side of the chute, which will enable 2 vessels to take on cargoes simultaneously. Each slip will be sufficiently large to accommodate 2 ocean-going ships.

## TENNESSEE

Memphis, Tenn.—The Hall Hay & Grain Co. incorporated; capital stock, \$50,000; incorporators, Geo. Hall, G. T. Caruthers, R. N. Archer and others.

Memphis, Tenn.—M. F. Forsythe, formerly of this city, is now located in St. Louis, Mo., where he is one of the force of W. J. Edwards & Co.

## TEXAS

Markham, Tex.—Our capital stock has been increased from \$10,000 to \$20,000.—Markham Whse. & Elvtr. Co., J. F. Hudson, mgr.

El Campo, Tex.—We bot the elvtr. on the Cotton Oil Mill property, which was formerly the El Campo Rice Mill.—El Campo Rice Mlg. Co.

Van Alstyne, Tex.—The Taylor Grain Co. has been sold to the Garver-Scales Elvtr. Co., which consists of Louis Garver and Dalton Scales.

Sherman, Tex.—Sacks in the warehouse of the Gladney Mlg. Co. were recently found to have been ignited in as many as 20 different places, but in each case the fire had gone out before any damage was done.

Fort Worth, Tex.—The warehouse and thousands of bus. of wheat of the Walker Grain Co. in this city were destroyed by fire recently. The fire originated in the offices of the company, and the loss is estimated at \$100,000.

McKinney, Tex.—Fire of unknown origin practically destroyed the warehouse of the Collin County Grain Co. in this city, Aug. 1. Ten thousand bus. of corn, and 500 bus. of oats were practically destroyed, that not burned being badly damaged. The loss is estimated at \$20,000.

Dallas, Tex.—We are not out of business at this point and have no intention of going out of business. We recently did give up an elvtr. here, but we are now using a large grain warehouse and operating at several country stations. We have enjoyed a very successful business during recent years and have no intention of discontinuing.—Doggett Grain Co.

Dallas, Tex.—The plant of the Pearlstone Mill & Elvtr. Co. is now in operation. Approximately \$30,000 has been spent by the new company in remodeling and improving the plant of the Knight Bros. Grain Co., which it purchased last spring. Machinery to manufacture chops and other live stock and poultry feeds has been put in, and special attention has been paid to securing equipment suitable for war products.

Fort Worth, Tex.—Suit for \$52,975, for an injunction restraining the defendants from disposing of or concealing their property, or their books and accounts, and for a receiver for the Walker Grain Co. was filed recently by the Elwood Grain Co., of St. Joseph, Mo. Named as defendants are the Walker Grain Co., the Julian A. Ivy Grain Co., the Officer-Smith Grain Co., J. L. Walker, and others. It is alleged that the defendant corporations were organized as a screen to shield the defendant, J. L. Walker, from individual liabilities. A temporary injunction was granted, and later by agreement this was modified to permit the company to continue its business transactions.

Midlothian, Tex.—The grain elvtr. and flour mill of the Midlothian Mlg. Co., of which R. W. Dillard is mgr., was burned July 25. The loss on stock was \$7,500, and on building and machinery, \$20,000, fully covered by insurance.

## WASHINGTON

Menoken, Wash.—A 25,000 bu. cribbed elvtr. is being built here.

Rock Island sta. (Malaga p. o.), Wash.—We are building a 30,000-bu. elvtr. at this station.—Centennial Mill Co.

Seattle, Wash.—The Pacific Grain Co., formerly of Portland, has moved its general offices to this city permanently.

Deer Park, Wash.—The remodeled elvtr. of the Deer Park Grain Co. is about completed, and will be ready for the fall business. The total capacity is now 45,000 bus.

Colfax, Wash.—E. M. Cardwell is the mgr. for the undersigned company at this place, and J. E. Frazier is looking after the warehouses in this district.—Pacific Grain Co.

Newport, Wash.—George Torreson has purchased the interest of his partner, M. Fox, in the business of Torreson & Fox. The company deals in grain, feed, lumber and building material.

Prosser, Wash.—The Empire Grain Co., a new concern here, will handle grain, feed and hay, and will erect a warehouse at once. The company already has warehouses at Kennewick, Erie and Kiona.

Seattle, Wash.—The following officers of the Merchants Exchange have been elected for the ensuing year: Pres., E. H. Hamlin; vice-pres., E. R. Adams; sec'y-treas., Walter E. Galbraith; mgr., Robert C. Hill.

Waterville, Wash.—The Waterville Union Grain Co. will increase its capital stock to \$88,000. The 90,000-bu. concrete elvtr. the company is building here will be completed in time to receive grain as soon as threshing begins. The wooden elvtr. of 30,000 bus. capacity being built by the company at Alstown, will also be completed in time for this year's crop, but the concrete elvtr. at Withrow will not be completed until fall. With the 60,000-bu. elvtr., which the company already has at this point, the total storing capacity for bulk grain this fall will be 270,000 bus., with over 300,000 bu. warehouse capacity for sacked wheat. J. M. Friel, who has been mgr. for the company for 5 years, has been obliged to resign owing to ill health. W. H. Price, who has been employed in the office for a number of years, has succeeded Mr. Friel as mgr.

## WISCONSIN

Appleton, Wis.—We have been shut down resetting our boilers and making minor repairs both in our elvtr. and mill.—Willy & Co.

New Richmond, Wis.—We have taken over the business of the Farmers Grain Co.—J. E. Gallagher Grain Co., J. E. Gallagher, mgr.

Eau Claire, Wis.—The Red Front Flour & Feed Co. has let contract for the erection of a 3-story elvtr., 60x140 feet, to cost about \$15,000.

Cameron, Wis.—Ed. Ludwig is installing a 25-bbl. Midget Marvel Mill to replace the long system mill, which he operates in connection with his elvtr.

Barron, Wis.—The mill of J. W. Taylor was sold last week to Otto Berg, who intends remodeling it immediately.—F. B. Cuthbert, agt., Osceola Mill & Elvtr. Co.

Cumberland, Wis.—The Cumberland Mlg. Co., which operates a mill and elvtr. here, has purchased a 50-h.p. motor and other equipment necessary to change its entire mill power to electricity.

Rice Lake, Wis.—The undersigned company will be ready with their Midget Marvel Mill about Sept. 1. The new mill will have a capacity of 40-bbls. wheat flour, 25 bbls. rye flour, and 10 bbls. buckwheat.—E. Craite & Son Mlg. Co.

## MILWAUKEE LETTER.

The Froedtert Malting Co. will build a small addition to its plant.

Clinton B. Fisk, Harold H. Hicks, John F. Dunphy, F. W. Davidson, and M. J. Mitzenheim have been admitted to membership in the Chamber of Commerce. C. E. Grimes, J. B. Gilfillan, Jr., Jos. J. Phelan, and Max Hottelet have transferred their memberships.

Two thousand delegates are expected to attend the convention of the Grain Dealers National Ass'n to be held here Sept. 23-25. The following chairmen of com'ites on arrangements have been appointed by Pres. Ladish of the Chamber of Commerce: Executive, Wallace M. Bell; arrangements, H. F. Stratton; entertainments, A. R. Templeton; finance, L. G. Bournique.

George A. Schroeder, mgr. of the freight bureau of the Chamber of Commerce, has filed a protest with the Railroad Commission of Wisconsin against the apparent increase of 50% in switching charges resulting from the readjustment of tariffs under the 25% advance, effective June 25. Prior to that date, the charge for switching movement from one industry to another, on the same line, in this city, was \$6; now it is \$9. In past years, or until 1916, the charge was only \$2.

## WYOMING

Greybull, Wyo.—A grain elvtr. and flouring mill is contemplated for this place.

LICENSE has been refused the C. L. Marsh Co., of Webster, Mass., by the state food administrator. It is said that the company was found guilty of doing business without a license, selling too much wheat flour to a customer, and with not selling substitutes with purchases of wheat flour.

AN ENGLISH admiralty report states that a process has been discovered for rendering harmless the dangerous gases arising from the decaying of cargoes of grain encountered in the work of salving sunken ships. The anti-toxic used is credited to Louis E. Moreau, and has been the means of saving many lives.

THE WESTERN UNION TELEGRAPH Co. has been indicted for handling 346,000 messages by mail. The penalty is \$50 per message, a total of \$17,300,000, and the charge is brought under a statute forbidding private parties to engage in the carrying of messages in competition with the government's mail service.

Too OPTIMISTIC estimates for the next harvest in Hungary are not justified, March frosts and April droughts having wrought much disease to the crops. The average harvest of wheat and barley is not improbable, but the condition of the oats crop is very unfavorable, as it has not recovered from injuries by frost.—*Neue Freie Presse*, Vienna.

HOOVER declares that some beet sugar factories "will be earning profits of from 40 to 100 per cent upon their investment," as the result of the fixing of the price of sugar by the government, at a level that will permit the high cost producers to operate. He recommends stronger taxation of war profits, and an elimination of the evils of paternalism.

SEED distribution in the counties of Albert, Kent and Westmoreland, in New Brunswick, indicates that the efforts of the government to increase grain production are meeting with success. In the spring of 1917, under government auspices, seed oats, wheat and barley valued at \$6,698 was distributed. Of this there were 5,697 bus. of oats. In the same territory in 1918 19,000 bus. of oats and over 4,000 bus. of wheat were distributed.



## Grain Carriers

PROTESTS against the order requiring cash payment of freight were made by members of the St. Louis Merchants Exchange at a recent meeting.

A SHORTAGE of cars at New Berlin, Ill., recently made it impossible for the elevators to handle grain as rapidly as it came from the threshing machines.

ELEVATORS in Johnson County, Indiana, were well filled on July 26, and some were unable to accept more wheat because of inability to get cars.

HOPE, IND., Aug. 7.—We have had to close down our elvtr. for 3 days account car shortage. House now full and getting only about one car a day.—Stafford Grain Co.

THE GOVERNOR of Indiana has been requested by the state council of defense to appoint two persons to go to Washington at once and appeal to the Railway Administration to furnish cars for moving grain.

A COM'ITE of 4 vessel men has been appointed to work in conjunction with the Food Administration in handling the chartering of boats and the shipment of grain from Lake Michigan ports this season. The com'ite consists of E. J. Fleming, James W. Prindiville, Frank E. Chamberlain and Arthur C. Sullivan.

TO BUILD tugs and barges, a department is to be organized by Director Schwab, of the Emergency Fleet Corporation, according to Chairman Hurley, of the Shipping Board. Steel is to be released at once by the priorities com'ite for building Mississippi River barges and from now on barges are to be of standard design.

SHIPPERS at interior Illinois points have appealed to zone agents of the Food Administration Grain Corporation for cars, and orders have been issued for cars to be sent to the stations asking for relief. At one station it was said 9 threshing machines were idle, with elevators full and no cars in which to move the wheat.

THE CAR SITUATION is easy on the cut-off between Rock Valley and Hudson, Ia., according to the report of one correspondent who saw 108 empty cars standing idle; while another states that about 500 cars are on the cut-off. There is, it is said, no shortage of cars on the division, there being a surplus on the side tracks at nearly every station.

EVANSVILLE, IND.—Grain men along the lower Ohio River are interested in the building of boats and barges for the river by the federal government. Less grain is being shipped by river this year than in former years for the reason that there are fewer boats. Grain men in Evansville are urging upon the city to build better terminal facilities here.

THE CAR situation at Philadelphia is said to have been greatly relieved in the past few weeks as a result of the activities of the Railroad Administration. The number of cars loaded with grain and flour and waiting to get into the city is reported not to have exceeded 120 at any time since the new rules became effective, whereas prior to that time as many as 700 were sometimes waiting. Protest against the rules has been made by the Commercial Exchange because of the delay experienced by merchants in obtaining permits covering shipments.

PROTEST has been filed by the members of the Toledo Produce Exchange against the ruling of the Bureau of Markets permitting the loading of shelled corn to within 18 inches of the eaves of cars. The claim is made that this does not permit of proper sampling and inspection, and it is asked that grain be loaded within 30 to 36 inches of the roof.

THIRTY-SEVEN railroads in July found it necessary to call on the Railroad Administration for advances, as outright loans, as partial payments of government compensation or to help them pay back wages due employees. The aggregate of these advances was \$43,205,000, the Railroad Administration announced, making the total distributed to the railroads since Jan. 1 \$203,714,000.

WITH steady streams of wagons, each holding 60 or more bushels of wheat, coming to their dumps daily, elevators near Decatur, Illinois, found it almost impossible to obtain sufficient cars to permit threshing machines to be kept at work. And many of the cars that were set were found unfit for grain loading, it is said, and this added to the burden of caring for the crop.

REPRESENTATIVES from the grain board of the Boston Chamber of Commerce, and other Boston Commercial Organizations, recently filed a protest with the Food Administration against excessive delays of the carriers in the settlement of loss and damage and overcharge claims. A com'ite was appointed to formulate a plan under which shippers may receive more prompt returns.

ORDERS were issued recently by the Railroad Administration to the Big Four to rush 1,000 cars for distribution over the Springfield division of the Baltimore & Ohio to relieve the car shortage which had tied up half the elevators in Sangamon County, Illinois. In turn, the Baltimore & Ohio was ordered to deliver 500 cars at Chicago to the Illinois Central for use in shipping wheat from the Springfield division.

PERMITS issued by the Freight Traffic Com'ite are required on all shipments consigned to points within the New York Lighterage Limits; Camden and Jersey City, N. J.; Philadelphia, Pa.; Wilmington, Del.; and Baltimore, Md. The permit must be endorsed on waybills, and agents have been instructed to notify shippers to this effect, and to refuse permission to load carload shipments before the receipt of the permit.

GRAIN entitled to proportional rates, and billed from originating station prior to June 25, will be billed at the proportional rates in effect before the advance of June 25, with the further understanding that the check of the elevator shows that the grain was on hand on June 25, covered by out billing. This was the information conveyed in a letter to the Omaha Grain Exchange in a letter from D. R. Lincoln, of the Railway Administration.

THE ORDER of Director General McAdoo abolishing the old practice of the railroads of extending credit on freight bills to big shippers became effective at midnight July 31. Payment of freight bills now will be required on the day the shipment is delivered, altho this has been interpreted as permitting a day or two in which to mail the bill and transmit check in return. Shippers may furnish bond and thus arrange for the delivery of freight without requiring separate payment for each shipment, the carriers rendering bills covering a number of shipments to those who have furnished bond.

A TOTAL of 18 elevators in Sangamon County, Illinois, are said to have been closed recently because of inability to get cars for moving wheat on hand, and threshing of wheat and oats was thereby temporarily halted.

INCREASES in freight rates averaging 20% have been made on all Canadian railroads thru an order in council issued July 26. The increases are said to be the result of wage increases to workers granted recently under the acceptance in that country of the McAdoo schedule in the United States.

A RESOLUTION adopted by the com'ite of the railroads entering St. Louis and East St. Louis to make uniform reconsignment rules gives it as the sense of the com'ite that the most expeditious method of handling grain from that market is to bill it direct to ultimate destination with the understanding that if any reconsignment is desired, it will be made, but B/L will not be issued without advice of accomplishment of reconsignment if the car has passed the billing point.

A REPLY to the recent communication of John Barton Payne, general counsel for the Railroad Administration, regarding the adjustment of claims growing out of the transportation of grain and other commodities, has been issued by Guy M. Freer, pres. of the National Industrial Traffic League. Mr. Freer states that no regulations should be made or rules adopted until a conference with shippers has been held and a free and full discussion of all points involved be had.

A UNIFORM system for the handling and settlement of personal injury claims is to be established by the Railroad Administration, according to a statement made at a meeting of railway claim agents at Chicago recently by J. H. Howard, representing John Barton Payne, general counsel for the Railroad Administration. The claim agents ass'n elected the following officers: pres., R. C. Richards, Chicago; 1st vice-pres., John S. Douglass, Galveston; 2nd vice-pres., Charles A. Theis, Chicago; sec'y and treas., W. H. Failing, New York.

THAT the Director General of the Railroad Administration had no power to increase railroad rates when he issued his order increasing demurrage rates has been ruled by John Barton Payne, general counsel for the Railroad Administration. With respect to intrastate demurrage rates this ruling shows that it is the attitude of the Railroad Administration that the intrastate charges were increased to the level of the interstate charges on Feb. 10, which the carriers have claimed was the case. The substance of the ruling is that the Director General had no power over rates prior to Mar. 21, when the act giving the President power to initiate rates became effective.

RAILROAD freight traffic com'ites have been appointed by the Railroad Administration to have charge of the adjustment of rates in all sections of the country. The following men compose the com'ites: Western Com'ite; H. C. Harlow, of Chicago, and Seth Mann, of San Francisco, for the shippers, and A. C. Johnson, F. W. Houghton and S. H. Johnson, for the railroads; eastern com'ite, J. C. Lincoln, of New York, and G. M. Freer, of Cincinnati, for the shippers, and B. Campbell, E. P. Bates and W. C. Maxwell, for the railroads; southern com'ite; H. T. Moore, of Atlanta, and J. S. Davant, of Memphis, for the shippers, and Randall Clifton, N. B. Wright and Joseph Hattendorf, for the railroads.



THE EXAMINER for the Interstate Commerce Commission who heard the evidence in the complaint by the Toledo Produce Exchange against carriers seeking the establishment of lower ex-lake rates and ex-rail reshipping rates on grain and grain products from Toledo to points in eastern trunk line territory on the basis of 78% of the ex-lake and ex-rail rates from Chicago to New York, and the establishment of joint rates on grain from the Missouri River cities to Toledo, has been made. He reported that it is impracticable to arrange so that rates will make and break at widely separated points and be the same in the aggregate, and upon his recommendation the complaint was dismissed.

COMPLAINT has been filed with the Interstate Commerce Commission by the National Council of Farmers Co-operative Ass'ns, thru Clifford Thorne, attorney, against the action of the Director General of Railroads and the carriers in advancing rates on coarse grains to the level of the rates applying on wheat and flour. The effect of General Order No. 28, according to the complaint, was to make a 26% increase in rates generally, but the increases on coarse grains vary from 33% to 60%, and more. Unjust discrimination is alleged, as well as that the advances were accomplished without a public hearing as to the reasonableness thereof. The complaint has been given no number, as it has not been formally docketed by the Commission.

THE LARGEST cargo of wheat imported into the United States was brought from Australia by a vessel which docked at an Atlantic port July 29. The vessel was a four masted bark and contained 126,456 bus.

## Supply Trade

THE MAXIMUM price of 26c per pound for copper has been approved continuance to Nov. 1 by action of Pres. Wilson.

MAXIMUM prices for leather for belting and certain other purposes, ranging from 34c to 96c per pound were announced Aug. 9 by the price fixing com'te of the war industries board.

A SPECIAL BULLETIN devoted entirely to tanks has just been issued by the Zelnicker Supply Co., of St. Louis. With a general shortage of raw materials and fewer tanks being manufactured it will interest the trade to know where immediate shipments are possible.

NEW ORLEANS, LA.—The Hardin Bag Co., which started in business Nov. 1, 1917, has increased its capital stock from \$20,000 to \$50,000. H. S. Hardin, formerly in the grain dept of the J. H. W. Steele Co., is pres., and J. W. Hohenstein is sec'y-treas.

WASHINGTON. — Paper manufacturers appealed to the federal trade commission for increased prices on news print as of May 1, June 1, and July 1. The American Newspaper Publishers' ass'n objected to a hearing, contending that the commission's functions as arbiter on paper prices were suspended pending a decision on the manufacturers' appeal from the \$3.10 a hundredweight price fixed by the commission and effective last April 1. Without passing on the publishers' contention, the commission decided to hear evidence.

DECATUR, ILL.—Max Hurd, who for several years has been sales manager for the Union Iron Works, has resigned that position and has removed to Chicago, where he is now interested in the Moore & Lorenz Co., manufacturers and jobbers of elevator buckets, bolts, conveyors and other supplies. Mr. Hurd has taken over the interest of Mr. Lorenz, and is vice-president of the company.

PAPER MILLS will be put on the priority list for coal conditional upon their signing a pledge that they will furnish no paper to any consumer who will not also sign a pledge in duplicate that he will exercise the greatest possible economy in the use of paper. A list of recommendations prepared by the war com'te of newspaper publishers has been accepted by the pulp and paper section of the War Industries Board as controlling week day and Sunday newspapers. Because of the absolute necessity for curtailing the use of paper, the pulp and paper section has ruled that during the war no new newspaper shall be established. Over 1200 publications have been discontinued since the war was started.

E. M. KELLY, of Nashville, Tenn., has been chosen pres. of the Millers National Federation, to succeed F. J. Lingham, who has been appointed chief of the milling section of the Cereal Division of the U. S. Food Administration.

WE DO NOT EXPECT to make any money while the war lasts, only pay expenses; and should we show a profit at close of year's business we contemplate turning it over to the Red Cross.—H. M. Williams, agent Idaho Grain & Tramway Co., Stites, Idaho.

# HESS GRAIN DRIERS

Ten sizes—all capacities.

Continuous and batch discharge.

Dry anything granular; grain, seed,  
peas, beans, cotton seed, etc.

New Booklet ready.

**HESS WARMING & VENTILATING CO.**  
**907 Tacoma Bldg., Chicago, Illinois**

For steam heat only (see Fuel Administration's ruling on fire heated driers)

*Shortage of skilled labor, and restrictions in the use of steel suggest early purchases*



## Feedstuffs

BUFFALO, N. Y.—The Henry N. Missert Feed Co. has been incorporated with \$75,000 capital stock.

A NEW GRADE of hay, New No. 1 Mixed Timothy, has been added to the list of grades already in use.

THE ANNUAL meeting of the Sweet Feed Manufacturers Ass'n will be held in Memphis, Aug. 24. Addresses will be made by able speakers and subjects of importance will be discussed.

CHICAGO, ILL.—The Hayes Grain & Commission Co., of Illinois, incorporated. F. W. Martin is pres. and E. Kartman, sec'y-treas. The company is affiliated with the firm of the same name at Little Rock, Ark., and the local office deals principally in cotton seed products and other feeds.

MILWAUKEE, WIS.—The Chas. A. Krause Mfg. Co. is remodeling and enlarging its corn milling plant, the additions, which are almost completed, giving it an annual grinding capacity of approximately 6,000,000 bus. The plant, which is being built by the Stratton-Ladish Mfg. Co., is expected to be ready for operation early in the fall.

PERMISSION has been given the Quartermaster General's office to purchase temporarily a high grade of No. 3 timothy hay and sample hay having bright natural color; also to purchase a good grade of No. 3 timothy hay. Sample hay which may be purchased is to be that which is tame hay with from 10% to 40% timothy, the remainder to be other tame grasses, principally red top.

REGULATION of the use of millfeed by mixers of proprietary feeds has been recommended by the agricultural advisory com'te to the Dep't of Agriculture. The object, it is said, is to secure to the dairyman the benefits of the efforts of the Food Administration to lower the price of millfeed. The com'te also recommended regulation of the manufacture of mixed feeds and favored the equitable distribution of mill by products.

CHARLESTON, W. VA.—On July 15 we bot out the business of E. L. Wilson & Co., and are now conducting the corn milling and feed business in connection with the grain. The milling business is owned and controlled by Wm. E. Reed & Son, but is run under the firm name of the Wm. E. Reed & Son Mfg. Co., manufacturers of yellow and white corn meal. Will also manufacture cracked corn, horse, dairy and hog feeds. Will do a general exchange business with farmers and make a specialty of meal in car lots. —Wm. E. Reed & Son Mfg. Co., E. B. Reed.

TO CONSERVE jute it has been suggested by the division of the Food Administration having charge of that commodity that the size of bags used in various lines be increased. Fertilizer manufacturers have recommended a 200-lb. bag. The American Feed Manufacturers Ass'n, and feed dealers generally, have been asked by the Administration to give expressions of opinion as to whether a bag holding more than 100 lbs. of feed could be adopted, and, if so, what size would be most satisfactory. Many feed manufacturers, feed dealers and bag men are opposed to making a change, because it is not believed that the plan is practicable.

MILWAUKEE, WIS.—The 4th annual outing given by the Chas. A. Krause Mfg. Co. to its employees and their families was held at Waukesha Beach July 27. About 2,000 people were in attendance.

SUPPLEMENTING the fair prices for flour and mill feeds, the Food Administration recently announced the following schedule for Pacific Coast points: Portland, Ore., Tacoma, Wash., Astoria, Ore., Seattle, Wash., flour, \$9.95 per bbl.; bran, \$23.15 per ton; mixed feed, \$24.10 per ton; middlings, shorts, red dog, \$25.15 per ton. San Francisco, flour \$10.15; bran, \$23.75; mixed feed, \$25.00; middlings, etc., \$25.75. Los Angeles, flour, \$10.35; bran, \$24.30; mixed feed, \$25.55; middlings, etc., \$26.30. San Diego, flour, \$10.27; bran, \$26.81; mixed feed, \$28.06; middlings, etc., \$28.81.

MR. TEMPERLEY, chairman of the Fertilizer and Feeding Stuffs Com'te for Great Britain, in reviewing the work of the Com'te recently dealt with the provisions of the various orders which have been issued, and said that in all probability a larger commission will be allowed to the dealer in any new order that may be issued. Mr. Temperley expressed the opinion that all classes of stock would in future be rationed. The supply of feeding stuffs had been very limited throughout the year, whilst for the summer season the use of linseed cake, earlnut cake, and palm kernel cake had been suspended, in order that these commodities might be stored for the winter.

### Feed and Flour Prices Established.

Local fair price schedules for flour and the various mill feeds for practically every milling point in the country have been calculated and forwarded to the mills by the Food Administration. The prices thus established are expected to remain permanent thruout the 1918-19 crop year, with possibly some modifications under special circumstances.

These prices are considered by the Food Administration as fair for sales, on cash or draft payment prices, in carload lots bulk at the mill. Cost of freight and packages and the cost of handling less than carload quantities must be added to the process shown in the schedule to find the delivered cost to the purchaser from the mill.

Each invoice issued by the mill for mill feeds or flour must have the so-called fair prices printed on it.

### Exports of Feedstuffs.

May exports of feedstuffs, compared with May, 1917, and for the 11 months prior to June 1, compared with the corresponding months prior to June 1, 1917, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	1918.	May 1917.	11 mos. ended May 1917-18.	1916-17.
Bran, midds., tons	526	993	6,473	6,801
Dr. gr. mlt. spts., tons	...	118	670	1,361
Millfeed, tons	1,781	1,927	12,148	44,447
Corn oil cake, lbs.	550	1,136,660	457,584	15,359,922
Cotton seed, lbs.	22,550	35,265	1,545,634	989,311
Ctn'sd meal, lbs.	...	18,950,083	11,045,263	838,366,755
Lins'd meal, lbs.	221,925	16,477,647	33,035,530	281,791,486
Lins'd cake, lbs.	1,509,600	...	126,184,029	...
Lins'd meal, lbs.	1,882,030	...	20,746,299	...

### Annual Meeting New York Feed Dealers.

The annual meeting of the Mutual Millers and Feed Dealers Ass'n was held at Jamestown, N. Y., July 26.

The attendance was good, some 150 dealers being present, and several important subjects were discussed. Addresses were delivered by Pres. J. R. Mulkie, of Union City, Pa.; George H. Strong, pres. of the Eastern Federation of Feed Merchants; and F. C. Jones, of New York, sec'y of the same organization.

At the election of officers the following were chosen: Pres., L. L. Warner, Niobe, N. Y.; vice-pres., James H. Gray, Springville, N. Y.; sec'y, Roy Mulkie, Union City, Pa.; treas., Henry Neff, Salamanca, N. Y.; executive com'te, L. Waldorg, Olean, and A. B. Archer, Conewango, N. Y.

During the afternoon a trip was made by boat on Chautauqua Lake, and at 3 p. m. the party arrived at Midway park, where a program of entertainment, including a baseball game and other sports as well as band music, had been arranged.

### Rules for Cottonseed Dealers.

Circular No. 40, issued by T. F. Justiss, of the Cottonseed Industry Division of the Food Administration, gives instructions for the guidance of buyers and sellers of cotton seed. The carload market price at railroad points is to be the basis price of cotton seed, and licensees engaged in the buying of cotton seed in small quantities for sale or shipment in carload quantities are to ascertain the price that shall be paid for cotton seed by deducting \$3 per ton from the basis price on the day of purchase.

Licensees providing their own capital and bearing their own expenses are permitted to sell at not more than \$3 per ton above the price paid for the seed, while those whose capital is furnished by another and whose expenses are borne in whole or in part by another are not permitted to sell at more than \$1.50 above cost.

Licensees who purchase seed at points distant from railway stations are permitted to buy their seed at such deduction from the basis price as will enable them in determining the cost price of said seed to absorb the actual cost of hauling to the railway station.

No licensee, operating either as broker or as dealer, who buys cotton seed in car lots shall receive as his compensation more than 25 cents per ton. Such compensation shall be borne by either seller or final buyer as part of his spread or differential, and not added to the cost of the seed.

### Feedstuffs Movement in July.

Receipts and shipments of feedstuffs during July at the various markets, compared with July, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore, tons	1,502	823	...	50
Chicago, lbs.	49,511,000	44,725,000	40,534,000	53,406,000
Cincinnati, cars	44	...	...	...
Kansas City, tons	1,060	880	6,240	8,520
Milwaukee, tons	3,909	2,440	13,879	18,907
Minneapolis, tons	2,209	3,519	51,135	45,531
New York, tons	394	811	78,600	30
St. Louis, sacks	28,660	66,150	31,490	82,060
Cars	...	51	...	16
San Francisco, tons	154	1,225	...	...



## Supreme Court Decisions

**Arbitration.**—In matters of arbitration, if a writing be not required by the terms of the submission or of a statute applicable to the proceedings, a parol award is good, especially if the submission is by parol. *Moore v. Collins*. Supreme Court of New Mexico. 173 Pac. 547.

**Carrier's Liability.**—Goods having been accepted by a carrier for shipment, it is liable for burning thereof before shipment, notwithstanding B/L had not been issued, and noncompliance with any requirement of Interstate Commerce Commission for tagging goods.—*Galv., H. & S. A. Ry. Co. v. Co. H. De Monclova*. Court of Civil Appeals of Texas. 204 S. W. 236.

**Landlord's Lien.**—A contract giving landlord as rent a share of the crops grown by tenant on the rented farm need not be recorded to give third persons notice of landlord's interest therein; a landlord's lien being created by statute. In action by landlord against purchaser of crops on which he has a landlord's lien, purchaser has burden of proving himself to be innocent purchaser.—*G. M. Carlton Bros. & Co. v. Hoppe*. Court of Civil Appeals of Texas. 204 S. W. 248.

**Sale by Sample.**—Where sale was of beans by sample, the condition of which could not be ascertained without a troublesome process, and seller stated that the sample was only 5 per cent "buggy," the buyer would be entitled to rescind, and recover the purchase price paid, whether the statement as to quality be regarded as a representation or warranty, where the goods proved to be 51 per cent buggy.—*Glanzer v. J. K. Armsby Co.* Supreme Court of New York. 170 N. Y. Supp. 1055.

**Notice to Telegraf Co. of Damages.**—*Vernon's Sayles' Ann. Civ. St. 1914, art. 5714*, requiring stipulations as to notice of claim for damages to be reasonable and making stipulations fixing the time at less than 90 days void, does not make invalid a stipulation in a contract to transmit a telegram requiring notice of claim for damages to be presented within 95 days after the cause of action arises, if such a stipulation is reasonable.—*W. U. Tel. Co. v. Verhalen*. Court of Civil Appeals of Texas. 204 S. W. 246.

**Penalty for Carrier's Failure to Pay Claim.**—A shipper aggrieved by a loss of freight in transit may sue the carrier in separate actions for the amount claimed for the loss and for the penalty prescribed by Civ. Code 1912, § 2573, for failure to pay claim within 30 days, though the trial of the cause of action for the penalty must accompany or follow the trial of that for the claim, since the penalty cannot be recovered until and unless the full amount claimed is recovered.—*Sauls Baker Co. v. Atlantic Coast Line R. R. Co.* Supreme Court of South Carolina. 96 S. E. 118.

**Sale of Cotton Seed.**—Where farmers took cotton to a mill and the seed were blown into the seedhouse of the mill and a ticket given to the farmers showing the amount, the mere fact that there was a note on the ticket to the effect that the seed was sold to the mill and that the ticket was not negotiable did not make it a sale, where the farmers were not shown the note and did not agree to anything; the tickets being merely evidence of the amount of seed, and the mill being only a bailee.—*Ashland Oil Mill & Fertilizer Co. v. Lane*. Supreme Court of Alabama. 79 South. 9.

**Suit without Notice of Claim.**—Filing of suit against a carrier within four months for damage to an interstate shipment, under the proviso of the Federal Interstate Commerce Act that if the loss, damage, or injury was due to delay or damage while being loaded or unloaded, or to carelessness or negligence while in transit, no

notice of filing of claim shall be required as a condition precedent to recovery, was sufficient compliance with the stipulation in the B/L that claims must be made in writing to the carrier at the point of delivery or of origin within four months.—*J. Van Lindley Nursery Co. v. Southern Ry. Co.* Supreme Court of South Carolina. 96 S. E. 221.

### No Future Trading in Beans.

The Food Administration on July 24 issued the following rules with reference to the buying of new crop beans:

Rule 1 is hereby amended to read as follows: "The licensee shall not buy or sell new crop dried beans except for seed, or for the Federal, state, county or municipal governments or for the government of any nation at war with Germany, before Sept. 1 of the year covering such new crop, if grown in the United States of America, Japan, Manchuria, China, or Asiatic countries, or before June 1, if grown in South America, Porto Rico, or Mexico." Note.—This rule does not prohibit a licensee from guaranteeing a certain price for a crop to be planted; however, sales against such an arrangement cannot be made before Sept. 1.

Rule 2 is hereby amended to read as follows: "The licensee shall not buy or sell new crop dried peas grown in the United States of America, Japan, Manchuria, China, or Asiatic countries, except for seed, or for the Federal, state, county or municipal governments or for the government of any nation at war with Germany, before July 1 of the year covering such new crop. If grown in South America, Porto Rico or Mexico such new crop shall not be sold before April 1."

Note.—While this rule permits the guaranteeing of a price for a crop, no sales can be made by the licensee before July 1.

### Acreage of Field Beans.

The July estimate of the acreage sown to soy beans, as made by the U. S. Dep't of Agriculture, shows a material increase in those states for which reports are given. The greatest increase shown is in North Carolina, which has 144,000 acres this year, against 120,000 acres in 1917. No figures are given for the 1918 acreage in Virginia and Indiana, which had 50,000 acres and 100,000 acres, respectively, last year. The total acreage in 11 states is given as 383,450 acres. The per cent sown for grain is estimated to be as follows: New Jersey, 5%; Pennsylvania, 22%; West Virginia, 5%; North Carolina, 35%; South Carolina, 20%; Kentucky, 10%, and Mississippi, 10%.

Cowpeas in the states reporting show acreages ranging from a decrease of 36,000 acres, in Florida, to an increase of 233,000 acres, in Alabama. The states having the largest acreage are Alabama and Mississippi, the former with 1,290,000 and the latter with 1,300,000. The per cent sown for grain varies from 2% in West Virginia, to 47% in North Carolina.

The acreage of velvet beans in the 5 states reporting is 1,601,260 acres, with Georgia, which had 1,300,000 acres last year, and Alabama, where 1,800,000 acres were sown last year, missing. The per cent sown for grain is 15% in South Carolina, 33% in Florida and 25% in Mississippi.

### Hay Shippers to Meet.

A meeting of country hay shippers of Ohio, Indiana and Michigan will be held at Lima, O., Aug. 13, according to the announcement made in a telegram received from T. P. Riddle, of Lima.

Government representatives and officials of the National Hay Ass'n are expected to be present and important subjects are to be considered at the conference.

Hay shippers in the territory mentioned are invited to attend.

## WE ARE READY FOR BUSINESS

Through the Food Administration Grain Corporation the grain business of the country practically has been turned back to grain dealers.

It is now our business to demonstrate that we can wisely and economically handle the great grain crops of this country, including wheat. Our facilities ramifying in many directions from Chicago, which include large storage and excellent drying facilities, are at your service.

Men trained for years in the grain business, who know how to get satisfactory results, welcome an opportunity to serve you efficiently.

Send us your consignments.

Write us collect for bids.

Send us samples of your grain.

Read the weekly *Rosenbaum Review*.

### J. ROSENBAUM GRAIN CO.

Chicago  
Kansas City  
Oklahoma City  
Fort Worth

Galveston  
New York  
New Orleans  
Omaha

## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$3.00

### GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

## Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with keratall back and round corners. Price, \$2.00

### GRAIN DEALERS JOURNAL

La Salle St.

Chicago, Ill.

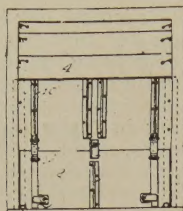


## Patents Granted

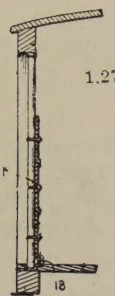
**1,271,293. Method and Apparatus for Drying Materials in Sacks.** Hans Peter Dinesen, Herlov, Denmark. Sacks of the material to be dried are placed on a frame so that the sack constitutes the greater



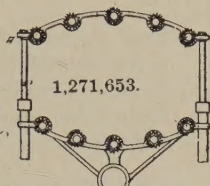
1,271,293.



1,272,325.



1,271,347



1,271,653.

part of a wall over an open air space, and arrangement is made to compel air to pass thru the sacks when a difference of air pressure is established between the open space and the opposite side of the sacks.

**1,271,653. Bag Holder.** Carl G. G. Bergstrom, St. Paul, Minn. Bag holding elements are supported by a standard, and one of the elements is mounted so that it may be moved away from the other. Devices for engaging the bag are journaled on the bag holding elements, so that they may be freely rotated, and they engage and retain in curved open position the mouth of the bag, evenly distributing the tension about the bag mouth.

**1,272,325. Freight Car Grain Door.** Bevell Waller Whitworth, Cedar Rapids, Ia., assignor of one-third each to Thomas A. and Charles S. Whitworth. In a sectional closure for a car door the sections are connected by double joint hinges, and the lower section has vertical longitudinally ribbed bars fixed thereon. Each hinge has an element projecting from it, and this is adapted to fit and engage with the rib on the adjacent vertical bar when moved to a certain relative position, and there are movable clips on the lower section to detachably clamp the projecting elements upon the ribs.

**1,271,347. Grain Car Door.** Robert M. Moffitt, Lamar, Colo. A socket is secured in the floor of the body of the car, and an open resilient hook is secured to the top beam of the car frame in vertical alignment with the socket. The hook is provided at its free end with an inwardly extending finger, and a post having its lower end seated in the socket has its upper end mounted in the hook, a slot in its upper end receiving the finger so as to hold the post against rotary movement. A plurality of superposed plates are secured to the post and extend across the door opening, with their ends projecting beyond the side posts of the door opening.

E. W. HICKMAN, agent for the Atlas Elevator Co., at Aurora, S. D., has been arrested charged with selling flour without an equal amount of substitutes, the farmer to whom the sale was made also has been arrested. Both men were waived preliminary examinations before the U. S. Commissioner, and will be tried before the federal court.

### Terminal Elevator Insurance Plan.

For some time owners and operators of terminal elevators have experienced difficulty in obtaining adequate insurance on buildings and grain under the plan of writing separate policies in each company, and recently this difficulty has amounted almost to impossibility by reason of present abnormal values.

In its effort to bring about a solution of this matter the Terminal Elevator Ass'n proposed and received several suggestions as to how the insurance companies writing such risks could meet the situation, and the plan of having each company assume a percentage of the liability was finally decided upon. To place the plan into operation the Underwriters' Grain Ass'n was formed by about 200 companies writing terminal elevator insurance. This Ass'n, which is not incorporated, has its office at Chicago, with J. W. Cochran as its attorney in fact. It is composed of both mutual and stock companies insuring grain and grain elevators.

The maximum amount of liability to be assumed upon other than fireproof elevators, tanks and warehouses, is \$250,000 on buildings and machinery, and \$2,750,000 on grain. The form of cover will be a certificate issued under the name of the Underwriters' Grain Ass'n, and upon the reverse side of the certificate will be printed the names of the companies participating and the percentage of liability assumed by each. This certificate has been approved by the Terminal Elevator Ass'n, and it will be accepted by the banks lending money on the grain.

The percentage of liability to be assumed by each company is to be the same on each risk; and each company is to assume its percentage on every risk. In addition, each company must handle all of its terminal elevator business thru the Ass'n.

In each locality where terminal elevators are located the Ass'n will have a duly authorized binding agent, who is to be chosen in the manner prescribed by the Ass'n, and thru whom all business is to be handled. He will issue binders in duplicate, one copy going to the placing agent and the other to the office of the Ass'n to form the order upon which the certificate will be issued. The binding agent will have no authority to collect premiums and no money transactions will be handled by him.

The Ass'n will begin operations Aug. 20, at which time it will take over the then outstanding liability of each company on terminal elevators, buildings and on grain in the elevators, in tanks and in warehouses.

Losses are to be handled thru the Ass'n, which will have charge of the making of adjustment thru qualified agencies. All loss payments will be on a cash basis, unless in the adjustment of a loss some condition should develop making it desirable to do otherwise.

As soon as possible an original inspection report of each terminal elevator is to be made and sent to each company, and this will be followed by a reinspection report issued weekly on the more hazardous houses and once every 2 to 4 weeks on fireproof houses. The inspectors are to have authorized credentials signed by Mr. Cochran. In connection with this feature of the plan it is to be noted that the Terminal Elevator Ass'n has agreed to co-operate fully with the Underwriters' Grain Ass'n in overcoming and eliminating preventable hazards; having agreed that any ele-

vator owner or operator who fails or refuses to comply with the suggestions of the Underwriters shall be asked to resign from the Ass'n. In case it would be necessary to resort to this form of discipline the owner or operator would be deprived of the privilege of obtaining insurance, as only members of the Terminal Elevator Ass'n may receive the benefits of the plan. The plan does not include insurance on country elevators, and this class of business has not been changed or affected in any manner.

It will have a material effect on the business of insurance agencies formerly controlling grain lines. Under the old system these agencies gave other agencies such business as they could not place in their own companies, receiving an equal amount of business in exchange. Now the business is placed direct with the Ass'n and apportioned among the companies on the basis of their percentage subscriptions. The exchanging of business is thereby done away with.

### Annual Statement Tri-State Grain Dealers Fire Ins. Co.

The 16th annual statement of the Tri-State Grain Dealers Fire Insurance Co. has just been issued by Sec'y E. H. Moreland, of Luverne, Minn. At the recent annual meeting of the company 50% of the deposit premium was ordered returned to policy-holders, and the contingent reserve fund was increased \$8,500, making a total of \$20,000 now in that fund.

Gross premiums during the year were \$68,043.39, of which \$5,720.67 was expended in reinsurance premium returns, return premiums and dividends, leaving net premiums of \$62,322.72, which was further reduced by reinsurance paid to \$50,228.95. Total net cash receipts for the year were \$69,659.78. Fire losses incurred amounted to \$11,489.15, and this, less reinsurance of \$1,725.48 and fire loss of \$4,000 in process of settlement leaves \$5,763.67, representing the fire losses paid.

Total assets were \$56,199.96, and insurance in force July 1 was \$4,171,250.

IN CONNECTION with the conservation campaign, the Chicago advisory com'te of the National Board of Fire Underwriters is circulating copies of the article entitled "Save Wheat" prepared by the Food Administration.

PLANS for the reinspection of elevators, mills and food storage houses were discussed at a meeting in Chicago Aug. 8 by State Fire Marshal Gamber and the executive com'te of the Conservation Ass'n of Illinois.

ED. F. HOLLORAN, formerly inspector in Montana for the Grain Dealers Fire Insurance Co., is now Private Holloran, a member of Company 62 of the 16th Battalion, Depot Brigade, and is in training at Camp Dodge, Ia. He was succeeded as inspector by Ralph M. Ward, formerly traveling solicitor for the McCaull-Dinsmore Co., of Minneapolis.

"THE FIRST German Invader" is the heading on the first page of a folder issued by the Soil Improvement Com'te of the National Fertilizer Ass'n, and immediately below there appears a drawing of a Hessian Fly with the familiar black cross on each of its wings. The folder is designed to show that the Hessian Fly can be combatted by late sowing of wheat, coupled with the application of fertilizer to give the late sown grain a good start into the winter.



# The GRAIN DEALERS JOURNAL.

## Insurance Notes.

ARE YOU doing your part to make this a burnless August?

THE Conservation Ass'n of Iowa is making an inspection of elevators, mills and food warehouses of the state.

OKLAHOMA elevators are being inspected for the purpose of discovering and guarding against possible fire hazards, following a request made recently by the state fire marshal.

STATE conservation ass'ns are preparing for the reinspection of elevators, mills and foodstuff warehouses. The Michigan Ass'n held a meeting July 29; the Wisconsin Ass'n, July 30; and the Indiana Ass'n, Aug. 6.

A BURO has been formed under Walker D. Hines, assistant director general of railroads, to handle insurance by the government on all railroad property taken over. An inspection buro will be established and an advisory com'tee will be formed to co-operate with Mr. Hines.

"WHILE the danger and probability of incendiaryism may be more rampant now during the war than in normal times, yet the danger from the incendiary is not half as great as the constant, ever present danger of carelessness and neglect that continually exists around the mill and elevator. Every elevator should have fire extinguishers and barrels of water ready for immediate use."—State Fire Marshal W. S. Ridgell, of Nebraska.

CHLORINE, used extensively in making carbon tetrachloride, which, in turn, is used in fire extinguishers, has been taken

under control by the War Industries Board. For the present the Board is doing no more than to allocate the product. The uses of chlorine in which the government is most interested are those in connection with the making of gas shells and in smoke screens. One of the most important commercial uses of chlorine is in the bleaching of paper and various cloth fabrics.

LETTERS PATENT, Nos. 1,270,392 to 1,270,397, were granted June 25, to Geo. E.

Ferguson of New York, N. Y., assignor to the Pyrene Mfg. Co., of Delaware, on a fire extinguishing composition. In each of these 6 patents the base is carbon tetrachloride. One composition is carbon tetrachloride with anisol. Another is carbon tetrachloride and propionic acid. Another, carbon tetrachloride and acetophenone. One contains the tetrachloride and oil of peppermint. One, tetrachloride and a camphor substitution product. One, carbon tetrachloride, trichlormethane and pentachlorethane.

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President

G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

## A BURNLESS AUGUST

"The harvest truly is plenteous" but that is no reason why we should waste any of it. There is another year coming, and we may need all we can save; so with your help we are going to have A BURNLESS AUGUST. Of course we must guard against fire all the time; but during the dry hot days vigilance must be increased.

Our Boys must be fed while they are "holding the line" across the water, and they can't be fed if we are going to burn up the grain intended for them. A BURNLESS AUGUST is a war measure. Let's all get in line

C. R. McCotter

Western Manager

Omaha, Neb.



C. A. McCotter

Secretary

Indianapolis, Ind.

A fire from any cause will be a calamity; A careless fire will be a crime.

Organized 1902

## TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

LUVERNE, MINN.

Mutual Insurance for the Country Grain Dealer at actual cost

Our Plan is a winner, try it, and be convinced

Never missed a dividend E. H. MORELAND, Secretary Never made an assessment

## THE RISING COST

It is now costing you something like 15 cents for each business letter as per list below. The remedy is not to use fewer letters but to produce better letters and part of a better letter is its appearance. Give your effort the good impression that follows good stationery. Steel Die Embossed Stationery is to the letter what good clothes are to the salesman, and the extra cost over the ordinary kind where you send out 25 letters per day does not exceed 10 cents.

Here is a conservative list of letter cost per hundred. (This schedule omits cost of dictator's time, the largest item of all.)

	Type Printed	Steel Die Embossed
Stenographic Wages, assuming 50 letters per day, \$15 per week	\$5.40	\$5.40
Office overhead.....	5.40	5.40
Postage .....	3.00	3.00
Envelope making.....	.08	.08
Paper, high grade, 20 lb.	1.00	1.00
Type Printing Letter Head and Envelope	.40	....
Steel Die Embossing Letter Head and Envelope .....	....	.80
	\$15.28	\$15.68

We make anything that is engraved on paper. Samples willingly furnished.

THE AMERICAN EMBOSSING CO.

192-96 Seneca Street

Buffalo, N. Y.

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

J. A. KING, President GEO. A. WELLS, Secretary

Write for Information Regarding Short Term Grain Insurance

## NOTICE

## TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

## MUTUAL FIRE PREVENTION BUREAU

Oxford, Michigan

REPRESENTING:

MILLERS NATIONAL INSURANCE CO.  
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.  
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.  
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.  
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.  
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.  
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Lansing, Mich.



## WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Account Books  
Attrition Mill  
Bag Closing Machine  
Bags and Burlap  
Bearings { Ball  
          { Roller  
Belting  
Boots  
Buckets  
Car Liners  
Car Loader  
Car Mover  
Car Puller  
Car Seals  
Cleaner  
Clover Huller  
Conveying Machinery  
Distributor  
Dump  
Dump Controller  
Dust Collector  
Elevator Leg  
Elevator Paint  
Feed Mill  
Fire Barrels  
Grain Driers

Grain Triers  
Gravity Cleaner  
Lightning Rods  
Manlift  
Moisture Testers  
Oat Bleachers  
Oat Clipper  
Portable Elevator  
          { Gas Engine  
Power { Kerosene Engine  
          { Motors  
Power Shovel  
Sample Envelopes  
Scales  
Scarifying Machine  
Self Contained Flour Mill  
Separator  
Sheller  
Siding-Roofing { Asbestos  
                  { Steel  
Silent Chain Drive  
Spouting  
Storage Tanks  
Testing Apparatus  
Transmission Machinery  
Transmission Rope

or anything used in a grain elevator

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

## INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

## WANTED Corn Cobs in Car Lots

If in position to furnish, advise us at what price per ton you will sell them f. o. b. your station.

**Indiana Milling Company**  
Terre Haute, Indiana

## THE ELLIS DRIER

is built for those who want ONLY THE BEST in grain drier equipment. Our guarantee as to capacity and quality of work produced is absolute.

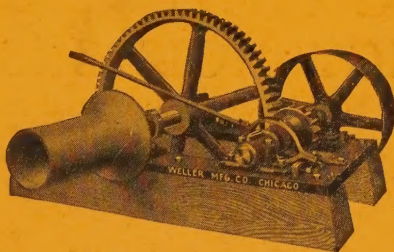
Grain Driers Meal Driers Oat Purifiers

## THE ELLIS DRIER COMPANY

Postal Telegraph Building  
CHICAGO, ILLINOIS



## How about that CAR PULLER?



*When the rails are covered with Snow and Ice a pinch bar will not move your cars.*

**Do not be caught unprepared.**

We build Car Pullers that will handle

## ONE CAR OR FIFTY CARS

General Catalogue G-20 describes  
Car Pullers and our full line of

**Elevating, Conveying and Power  
Transmitting Machinery  
WELLER MFG. CO., CHICAGO**

**Y**OU'VE played crack-the-whip — everyone has. You couldn't run fast enough so they put you at the foot. You gathered up the dust, and were rewarded by a good sound thrashing for it. You didn't know centrifugal force did it, but you know it now.

## Day Dust Collector

works by centrifugal force — the only scientific principle for separating water and steam, or dust and air. No other like it — it works perfectly. Send your next order for a dust collector to us and become one of our satisfied customers.

**The Day Company**  
Minneapolis, Minn.